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"Assuming an average rate in this country of about 1.2d. per ton per mile, the freight traffic of the whole of the railways of England, Scotland, Ireland and Wales would reach 13,000 million ton miles. The freight traffic conveyed by the Pennsylvania Railroad system alone exceeds 41,000 million ton miles, or more than three times the amount of work performed in conveying freight by the whole of the railways of this country. In the United Kingdom the railways now convey about 530 million tons of freight an average distance of about twenty-five miles, whereas the Pennsylvania system last year conveyed 473 million tons of freight an average distance of eighty-seven miles."



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NEW YORK, MONDAY, AUG. 11, 1913.

SEEING how easily and unexpectedly the stock market has rallied from a state of absurd despondency, and how, without seeming effort, it maintains its improvement, though dull, people are beginning to ask if the world can afford a bull speculation in securities. But that is not the question. If stocks have been selling below their value they will rise, and speculation more or less will follow, whether the world can afford it or not. If stocks offer superior inducements, risks allowed for, capital will go into stocks. The speculation at first will be incidental and unimportant. A long decline in prices gains momentum which carries them below the line of value. It is not there that a bull movement starts. The first ten or fifteen points of a rise may be merely a correction of values. That is all that has taken place so far in Wall Street. There is no speculation. Ask any broker.

THE plight of the express companies, who appear to be now undecided whether to continue doing business at the lower rates decreed by the Interstate Commerce Commission or abandon the field to the parcel post, but illustrates how peaceably and with what little ado property is confiscated in modern society. If it be true, as estimated, that the lower rates will diminish the earnings of the express companies more than \$25,000,000 a year, capital to the aggregate previous value of, say, \$500,000,000 at 5 per cent. has been confiscated by regulation. The only valid title to property, after all, is the ability and willingness of the owners to employ it in the most efficient and economical manner. And against that moral title a legal title is as nothing, since, if the belief persists that the property is utilized by private owners in too selfish or too profitable a manner, or at too high a cost to the public, it will be confiscated. If the express companies, as has been suggested, can introduce into their business a factor of service with which the parcel post cannot compete, they may save the bulk of their capital by devoting it to modified uses.

The secondary lesson is the futility of attempting to say absolutely what will be property fifty or one hundred years hence, and, therefore, the absurdity of imposing upon existing property fifty and one hundred-year bonds when through obsolescence, economic evolution or political regulation, the property may disappear long before the debt matures. The express companies had no bonds, but other kinds of property no less open to these risks do issue long-term bonds. A bond to run for twenty or twenty-

five years, subject to redemption out of earnings, is the only logical form of corporation debt. A corporation that cannot afford to redeem its bonds out of earnings, in the course of twenty-five years, is not conducting a solvent business.

WITH an application for permission to raise rates 5 per cent. horizontally now pending before the Interstate Commerce Commission, the railroads are under the obvious disadvantage of having to report for the fiscal year ended June 30 last the largest aggregate of gross and net earnings in their history. The completed figures will be published perhaps this week. There is no doubt as to what they will show. Gross receipts touched a new high peak, and profits, or net earnings, touched a new high point also, though the increase there was relatively less than the increase in gross. Naturally a great many people will ask what more the railroads want. But the figures need to be qualified. As the investment in railroad business is steadily rising, gross earnings must be expected to increase. If net earnings do not increase proportionately, the owners of railroad property will not be comforted by the robust figures of gross. If they have to spend 80 or 90 cents to obtain an additional dollar of gross revenue they will believe that the additional capital employed is not as profitable as it ought to be. Another point of qualification is that in the event of a decline in gross earnings, expenses might lag behind, or fall more slowly, even as they have been lagging behind the rise in gross revenue. Therefore, the ratio of operating expenses to gross, after having risen on a rising volume of gross receipts, might continue to rise on a falling tide of gross—at least for a while.

COUNTRY bankers from the South and West appeared in Washington last week, by request, to confer with the Secretary of the Treasury on his plan to assist the moving of crops with Government funds. The question was how geographically the money could be parceled out to do the most good. The advice obtained from the bankers was not so specific as Mr. McAdoo probably expected. Denver wanted \$20,000,000 to move the beet sugar crop. Texas wanted all the Government could spare. Others proposed helpfully to take all they could get, without going into the distressing details of their needs. But it was a fine junket for the bankers, and doubtless afforded Mr. McAdoo a great deal of satisfaction. The news dispatches told how he emphasized the determination of the Government to protect and maintain its credit. He referred, no doubt, to the recent fall in Government 2s, to 95, which he has treated as a reflection on the Government's credit. British Consols sell around 73, and the credit of the British Government survives. In speaking of the security to be expected against Treasury deposits, Mr. McAdoo hinted that, where commercial paper or State or municipal bonds were accepted, the Government might expect, besides, 10 per cent. over in its own bonds. That, naturally, would further help the market for the unlucky 2s. With that single exception the conference was highly successful. So far as it would pay, the bankers were quite willing to take Government money at 2 per cent. and lend it at 6 to move the crops; they voted their thanks to Mr. McAdoo, and were lectured by Messrs. Owen and Glass on currency reform. The bankers were not upbraided for the fact that they have not already taken out anywhere near the full amount of national bank notes within their power to issue, and do not intend to do so,

nor on the other now almost forgotten fact that before the crops were half grown Mr. McAdoo invited the banks to take out emergency currency up to \$500,000,000 under the Vreeland act, which they scorned to do.

IF an individual or a corporation locked up in a vault \$50,000,000 in gold or its money, equivalent, or \$100,000,000, as John Skelton Williams, in his enthusiasm for Mr. McAdoo's plan, intimates may yet be forthcoming to help move the crops, it would be treated as an economic sin. And it would deserve to be. The work of the world is miraculously financed by the invention of credit, which increases the power of the dollar fourfold or more, but the dollar itself must lie at the base of the credit structure. Nobody has either a moral or economic right to impound money. Therefore, the surplus funds of the United States Treasury ought to be in the banks. So far Mr. McAdoo's policy is sound. But when he undertakes to parcel it out in regions where he supposes it will be needed he assumes that the wisdom of the Treasury is greater than the combined wisdom of all professional bankers. If he thinks the money will remain where he puts it, unless it is more needed there than elsewhere, or that it would not go where it was most needed no matter where he made his deposits, he misunderstands the inherent nature of money. It is liquid—the kind he is dealing with is. It will flow naturally to the highest market. So far as his aims are economically proper, they could be accomplished better by putting the Treasury's funds in the banks of three central reserve cities, whence they would move to their proper employment by the force of natural and wholesome competition, automatically. It is the same the other way around. Wall Street cannot be spited. To the extent that Treasury funds are released to country banks Wall Street is benefited through being relieved of the demands from inland which otherwise it would have to supply.

UNWITTINGLY the New York Stock Exchange advertised the ethical difference between a "short" sale and any other kind of transaction when on impulse it undertook to investigate a sale of Government 2s by a member who did not own them. If it had been a sale of bonds which the seller owned there would have been nothing to investigate. Nothing came of it. The investigators reported that

The transaction in \$25,000 Government 2s at 95½ on July 26, 1913, has been investigated by the Committee on Business Conduct, and no irregularities have been found.

There could have been no other outcome. The Stock Exchange could not have found irregularity in a "short" sale of Government 2s without admitting the inherent undesirability of "short" selling, nor could it differentiate between a "short" sale of Government 2s and the "short" sale of any other security, so long as "short" selling in principle is regular. As to the right of an owner of Government bonds to sell them when and as he pleases, no sort of question could be raised. But when one sells Government bonds which he does not own, expecting then to buy them back lower and make a profit, the quality of his act is open to discussion.

THERE is so much in names that if you knew only that a question between sound and unsound money had been decided in committee and that Messrs. Neeley, Wingo, Ragsdale, and Eagle had voted, you would never doubt on which side they voted.

CIVILIZATION owes everything to labor. Labor owes very little to civilization.—Gov. Sulzer.

## The Unreal Wall Street

AS Trinity Church was finished in 1846, it follows as a matter of historical deduction that the first bull and bear cartoon of Wall Street appeared at a later date. The artist put Trinity Church in his background. It has been there ever since. He did it maliciously, no doubt, for purpose of contrast; or it may be that by accident he got into his drawing the only thing he absolutely knew about Wall Street, which was that Trinity Church stood at the head of it. He had probably lost money in a bucket shop. The manager of the bucket shop was a plausible person, who was almost sorry to win the artist's money, and sympathized with him, saying, "They get you both going and coming down there." That shifted the blame to a vague lot of people in Wall Street, and gave the artist his idea of bulls and bears amiably conspiring together to trim the lamb. So he drew a knowing bull and dressed him as he would have dressed himself, with a banker's money, and then a crafty bear, and dressed him to correspond, thinking all the time that one of them had won his money. To each he gave what he supposed to be sheep shears, but which were only lawn clippers such as commuters buy. He was not a commuter. Then he drew a wee, silly lamb for the bull and the bear to gloat over. The lamb was himself. And Wall Street cartoons have been drawn that way ever since, because no other newspaper artist knew what Wall Street was like. All that the next one could do was to copy the first one, and the third one copied him, and so on, until now the figures are indestructible. People will have none other.

The origin of the wonderful Wall Street of fiction is easier to imagine. A writer did go honestly to a friend in Wall Street to ask for local color. He sat in a broker's office, saying: "Now, imagine that young man over there at the ticker to have lost a million dollars since this morning in a stock like Union Pacific. How would he behave?" The broker couldn't imagine it at all, and the writer had to go and write it, not as it would happen, but as he thought it ought to happen. Once he had done that, it was done for good. Other writers copied him, and we have the preposterous hero who wins or loses a million or two or three while you watch him at the ticker.

There is, then, the Wall Street that does not exist at all. It is a place where any well-dressed scoundrel, taken up by the police at night, may assign himself a business habitat. He says he is a broker in Wall Street. It happens so late that there is no time to investigate, even if it mattered, hence the morning paragraph that B. Jones, who said he was a broker in Wall Street, was arrested, &c.

Constant and unrebuted repetition of the cartoon, the figure of fiction, and the police news paragraph in the morning papers have undoubtedly created in the minds of a majority of people the belief that Wall Street is made up of predatory beasts with lawn clippers lying in wait for lambs, of crazy people who jump up and down and shriek about their millions at the ticker side, and of brokers who spend their daytime procuring lambs for the beasts to shear and their night-time as they shouldn't.

The impressions that reach the mind first through the eyes are perhaps of all the most enduring. How many of us got our first impressions of Cuba from cigar box labels, and were disappointed to learn gradually that it was a very different place? Doubtless a great many people would feel cheated to learn the kind of place Wall Street really is.

## Newman Erb

*The Hard Little Optimist Who Succeeded the Late Edwin Hawley at the Head of the Minneapolis & St. Louis—His Point of View and His Regret Getting Born Twenty-Five Years Too Soon*

WALL STREET is beginning to say that Newman Erb will make good with the Minneapolis & St. Louis. Nobody has envied him that task. Many have thought it chronically impossible. It was a thing a younger man might have hesitated to tackle. He says himself that for all the work he has to do he ought to have been born twenty-five years later. A man more unlike the late Edwin Hawley, who did not make the Minneapolis & St. Louis pay, you could hardly imagine. One remembers Hawley as a cold, tongueless figure, who would sit twiddling his toes, that barely touched the floor, and stare at a question as if it might bite him. Erb is even a smaller parcel, hard and miraculously preserved by good intentions, who isn't afraid of any question you ask him, and likes fairly well to talk. He can smile, besides. When he was elected President of the Minneapolis & St. Louis people asked, in a dim, forgetful way, "Who is Newman Erb? Isn't he somebody we have known for a long time?" To which older persons answered that so long as thirty years ago he was a receiver of impetuous railroads and President of the Western Telegraph Company, afterward absorbed, as Jay Gould intended, by the Western Union Telegraph Company. He has seen much of the frailty of railroads, and is yet an optimist. Indeed, he is to-day perhaps the most irresistible optimist in the railroad business. THE ANNALIST asked him why.

"Because," said he, "in the long run it is easier for things to come right than wrong. It is sometimes necessary for them to go wrong for a while in order that we shall know better how to make them right. They seem lately to have been going wrong. The world, we say, is full of unrest; and yet, perhaps it is only that we cannot get the perspective right. Every man is liable to the illusion that the horizon is equidistant on all sides of him; that, therefore, it is his own horizon; and that the accident of his being where he is causes the sun to rise and set where it does."

"Then you do not share the prevailing dissatisfaction of railroad people with conditions as they are?"

"But I do," he said.

"Well, what is to be complained of most, from your point of view?"

"I can tell you one thing. That is the tyranny of labor. I am for compulsory arbitration, which shall be two-sided."

"But do not the railroads always lose in arbitration?"

"No, no. I mean arbitration of another sort. The railroads are regulated on the theory that they are public service corporations. Very well. It follows that railroad employees are employed in a public service, and they should be governed accordingly, even as Government employees are. A railway mail clerk, for instance, is a person of real intelligence. He gets less pay than the brakeman on the same train, who works under a new hours-of-labor law and gets off at Albany, while the mail clerk goes on to Chicago. The brakemen strike for higher pay, and get it; the railway mail clerks never strike. They are employed in a pub-

lic service. They cannot organize. If they want higher pay they appeal to the Government. What I propose is that Government regulation of railroads shall be carried to its logical end. If the railroad employees want higher pay, let them appeal, not to the railroads, which are public service corporations unable to control their own revenues, but to an arbitration board at Washington. One of its functions shall be to determine whether or not the employees are entitled to more pay, whether the railroads can afford to pay higher wages, and, if not, whether the public shall tax itself in the form of higher freight rates in order that the railroad employees shall receive more."

"Doesn't that take you rapidly toward Government ownership?"

"It goes the other way," said Mr. Erb. "It makes regulation complete and consistent, and guarantees fair wages and fair returns on capital. Look here!"

He led the way to a large picture of two Pere Marquette locomotives. One was a type of 1912, a wonderful monster, and the other was a type of 1893, which had been exhibited at the Chicago World's Fair, and was now dwarfed to the proportions of a toy. Pointing to the obsolete type and then to the modern locomotive, he said:

"They take less pride to-day in that beautiful machine than they took twenty years ago in the little engine."

"You mean the engineers?"

"Yes. Twenty-five years ago—you may not remember—engines were trimmed with brass. They wore Russia iron jackets with brass straps around. They were pretty. An engine crew then took pains to keep the trimmings bright. When the train stopped you would see the engineer down on the ground coddling his locomotive, and the fireman somewhere on top cleaning her up. The man who could bring his engine to the roundhouse at the end of a run looking bright and clean often won a prize. That was the pride of the mechanic in his tools. But an engineer to-day is a jockey. He never leaves his cab. He does not go to the roundhouse for his engine. He cannot touch her until she has been delivered on his side of the turntable by the hostler. You never see him out with an oil can. He demands sight feed lubrication. He is going to demand that his engine shall be delivered to him not in the yard but at the station, ready to pull out with the train. You don't see brass work on engines any more. It couldn't be kept bright. An engineer if he wanted to could not touch his locomotive to groom it. He would be called a scab. And his pay has been going up all the time."

"Wages are bound to go up."

"Of course they are," said Mr. Erb. "That's settled."

"But you can still liquidate the labor cost of producing transportation, even though wages rise, by increasing the productivity per man."

"Not any more. We buy heavier locomotives, as I have shown you there, in order to haul bigger trains, to reduce the cost per ton mile of producing transportation, and then the Legislatures pass full crew bills, requiring us to hire more labor. We know the limits of reducing costs. But there are at present no limits to the demands for higher wages."

"That was one thing. What is another?"

"I've said we know the limits of reducing costs," said Mr. Erb, maintaining his own way. "The practice of railroading has been brought to an exact science. We know how much it will cost to reduce grades and eliminate curvature, and what the sav-



ing will be; how much it will cost to increase the train load by enlarging the equipment, and how much that will save. We know when we start enlarging the plant at one place how it will entail expenditures one after another until the whole thing is larger. We scrap a \$4,500 wheel lathe out of our repair shop and put one in its place costing \$9,000, not because the other was worn out, but because we have bought heavier wheels. The practice of railroading is definite. The theory of it is not. The Interstate Commerce Commission imposes the theory without knowing the practice. Therefore, I say, the Interstate Commerce Commission ought to be officially advised by a committee of practical railroad men. The President of the United States holds his office under Constitutional restraints. (Mr. Erb is a lawyer.) "But the Interstate Commerce Commission is under no restraint, save the one vague limitation that it cannot confiscate property. What does that amount to? A rate that would allow one railroad to earn fair returns might bankrupt another. In the Minnesota rate decision we were allowed higher rates for the Minneapolis & St. Louis than the other roads got, because the rates on which the other roads could live might ruin us, and yet we cannot altogether use those rates. If we charge higher rates than our competitors they will get the business. Those, don't you see, are questions of administration. Shall the weaker roads live, though living rates for them make stronger roads fat? There are many questions of administration which are simply neglected. When the Interstate Commerce Commission raises a rate—raises it, mind you—a road like the Minneapolis & St. Louis a thousand miles away may be adversely affected. It may lose business. The ramifications of a rate are wonderful. A higher rate may benefit one road and hurt another. Nobody takes care of that. The sound theory of railroading and of rate making especially ought to be taught in the colleges. It is a work they have neglected."

It was hard to get him back to the practice of railroading.

The Minneapolis & St. Louis has a ninth interest in the union passenger terminal at St. Paul. The richer railroads thought of building a new terminal, to cost \$18,000,000 or \$20,000,000, and Mr. Erb obstinately declined. His share would be perhaps \$2,000,000, and he needed that money for rails and equipment and freight-carrying facilities. He was asked about that.

"I was in favor of enlarging the present terminal station at St. Paul and making it do," he said. "I am opposed to spending huge sums of capital in an unproductive way. In the last six or eight years the railroads have spent \$500,000,000—yes, more than that—on passenger terminals which have not increased earnings one dollar. Every passenger who walks through one of the large Eastern terminals I'm thinking of costs the company at least 40, and maybe 50 cents. Our problem is how to avoid the big terminals, especially the freight terminals. It costs about \$8.50 and four days' delay to put a car of freight through Chicago. I am avoiding Chicago. I have opened up a new gateway at Peoria, by which I save both time and money, and eastward I am doing the same thing, by ferry across the lake. There will be more and more of that. Terminal costs are becoming prohibitive."

"Your problems are many and complicated."

"Everything will come out right, with patience," he said. "Everything. I only wish I was twenty-five years younger. The things I could accomplish!"

## Big Business in Quest of Miracles

*Time and Thought and Millions of Money Expended Upon Experiments and Research Work, in the Hope of Making Great Discoveries, Which, When Made, Tend to Increase the Production of Wealth—The Latest Phase of Commercial Speculation*

COMING out of a very busy and noisy part of one of the shops of the General Electric Company, at Schenectady, where an acre of machinery on the one floor was all in motion, we entered (through a partly opened door) a vast, quiet, black chamber—a room fully sixty feet from the concrete floor to the roof and a good forty feet square. Ceiling, walls, three tiers of narrow iron balconies, even the inside of sliding shutters intended to close all windows tightly at times and thus shut out daylight, were painted dead black. Everything was dead black. We climbed a stairway leading to the second balcony and looked down.

In the middle of the room a great black iron tank. It was twenty-five feet high, probably twenty feet the longest way along the floor, with two sides flattened, and rounded ends. The top was open and half a dozen men were at work hauling up barrel after barrel of oil and pouring it over into the tank. "Seems like filling it up with a spoon," remarked one of the company, though each barrel held a quarter of a ton. Everything was on a gigantic scale. Sticking up out of the deep interior, at opposite ends of the tank, were two spindle-shaped things of glazed earthenware. Deep inside the oil had already covered a mass of copper coils.

This is the biggest electric transformer ever built. When it is finally filled with oil and all connections closed, it can be made to deliver electric current at the enormously high intensity of 750,000 volts, a current so powerful and eager that it will leap for nearly five feet through the air, and when the windows of the great chamber are closed, and the primary circuit turned on, the wires leading away from the spindle-shaped insulators will all give out in the darkness a rosy light from current escaping into the surrounding atmosphere—the "corona," they call it.

### CREATING GIGANTIC POWER

When it is said that one thousand volts is sufficient to kill a man, and that in a recent attempt in Michigan to send currents of 185,000 volts for long distances dangerous secondary currents were induced on telegraph wires nearly a mile away from the line, some idea of what this black giant can do is obtained. The sudden current will punch holes through most refractory substances. It will smash thick plates of porcelain put in its way. The men who were building it, two weeks ago, were waiting to see what new phenomena would be seen at its trial. From a little pulpit on the upper balcony the primary current will be controlled by a man picked out for steady nerves, and the intensity of that induced in the secondary coils will be gradually increased till the maximum is reached. The first test will not be without danger. Precautions ready for its regular use later include the building of a high iron grating about the transformer's base, on the cement floor, with frequent doors that will readily

push outward if a man should leap against one. Current cannot be turned on till all these doors are closed, and the unexpected opening of one under some circumstances would cause expensive damage. "But we'd rather smash machinery than kill a man," said our conductor.

What is the purpose in constructing this machine? Up to comparatively high intensities it will be used to make the everyday tests of the insulation of larger electric generators and motors. Specimen lengths of high-power transmission lines will be constructed in this test-room and current will be turned into them, at increasing intensity, till something happens, to demonstrate the "factor of safety." These things are now done with transformers of lower power. The big transformer will pay for its "keep" in this way.

### WIDE HUNT FOR NEW THINGS

But the real purpose in building it, in spite of large expense, is to reach out further in finding out things that are not now known about electricity. Thousands of experiments without any result definitely expected, only hoped for by chance, will be conducted. With the machine's smashing power, the limits of resistance and of conductivity of hundreds of substances will be tried out, and discovered. And with utmost confidence, the company's engineers look forward to other valuable discoveries, discoveries that will mean dollars, but of which they now have no preconception at all.

Among the biggest of our American corporations there is work of this kind going on to an extent that only a few know anything of. The General Electric Company alone is spending between one and two millions a year on its own account, and has the benefit of another million's worth of experimentation by allied concerns. Other companies are doing likewise. Hundreds of men of high scientific attainments are engaged during the whole year in research work for these companies, for the most part trying to work out definite problems or to invent certain improvements, but, to an extent that is really inspiring, conducting broad experimental operations like those to come with the giant transformer, with only the general expectation of unearthing virgin knowledge useful in their industries or services to the public. A new speculative activity by big business.

Take a few of the other things the General Electric Company is doing. Within a few weeks it will devote to the use of its research laboratory three stories of one of the large buildings it is adding to the Schenectady plant, to take the place of the present crowded structure in which its work has been going on for ten years. Under Dr. Steinmetz and Dr. Whitney a score of specialists with a hundred men to help them are conducting experimentation so extensive and so interesting that a separate article must be devoted to it later.

Their latest triumph is the new tungsten incandescent lamp that will soon be on the market. The perfecting of this lamp has been through years of continuous, patient work in this laboratory. First the lamp with a fragile filament made by squirting tungsten metal powder mixed with gum through a fine hole and then burning away the gum. Later the present lamp with its filament of tungsten metal wire—got through finding out how to work the metal. To-morrow a finely-wound helix of the wire burning within a bulb filled with rarified nitrogen gas, and something else, which so

blankets the hot tungsten filament that it can be brought to the fusing point, and even vaporized, and still held in its place—burning at a temperature of 3,300 degrees with a light that dims the old arc-lamp and gives daylight radiance at a cost in current only half that of the present Tungsten, and a sixth of that of the Carbon lamp.

#### WONDERS WITH TUNGSTEN

With this same metal, tungsten, they get controlled heats in their laboratory furnaces heretofore unknown. They use this intense heat to study the true composition of substances, glass for one of them, infinitesimal adulterations of which affect the behavior of certain electrical apparatus.

They are using it, too, in a big study of metal alloys that may run on for years, until, by some chance combination, they will find a new mixture of metals that will do astonishing things. A piece of pure speculation; simply going ahead, mixing metals this way and that, then trying the alloys out for the qualities they possess. The mixture of iron and carbon that makes steel was a happy discovery years ago. They say that the story that the mound-builders of prehistoric America knew how to temper copper so as to make a keen knife edge of it is a myth. But the research engineers at Schenectady are going ahead with their study of alloys, not with any particular alloy in view, only with the faith that mixtures like tungsten steel, nickel steel, bronze, and the like, will be found, and possibly some new combination with qualities that will revolutionize machinery.

#### HELP OTHER INDUSTRIES

The best feature of this kind of work that American corporations are doing is that its benefits are far-reaching. There is hardly a research laboratory that has not turned out, in addition to the discoveries that may be classed simply as improvements in the concern's own products or processes, something that benefited widely other industries. The Standard Oil Company, for instance, has an extensive research laboratory in an up-State city where the qualities of lubricating oils are being scientifically studied. It is not now simply a matter of good, clean oil that won't "gum up" too rapidly. It is to find the most efficient oil for every one of a hundred specific situations. This will benefit users of machines generally, but the Standard Oil Company in particular, of course. But it is a tradition that one of the by-products of the Standard Oil's research work some years ago was the discovery of oil as an electric insulator—a fact almost indispensable to the development of the most impressive aspect of the electrical industry to-day: the induction of currents of high intensity for great transmission systems.

The General Electric Company is doing a number of things in its research laboratory the benefits of which will be as much for other concerns as for itself. Take one instance. In the manufacture of current-meters it is necessary to have revolving parts pivoted in "jewels," as in fine watches. Natural sapphires were used for this purpose until a short time ago, when the research engineers worked out a way to make artificial ones at about a quarter the cost. And now, it is said, they have found out how to produce an artificial gem from chemically pure boron, fused in their electric furnaces, that is just a shade below the diamond in hardness. These jewels are being made in the regular course of business now, and they are not only used for electric meters, but are sold in quantity to watch-makers, who can thus produce watches jew-

eled like the old ones at a considerable saving in costs.

One of the problems of American railways has been the "breaking rail"—a problem for the steelmakers, too. In the Schenectady research laboratory the X-ray is being developed, step by step, through the use of higher primary currents and improvements in the construction of the tubes, till the engineers believe that they will shortly be able to see right through an unrolled steel ingot. When they can do this, steel rails may be made cheaper, and structural imperfections will be discovered before the rolling. That this is not a dream is indicated by the fact that a ray is now being produced so penetrating that a man is able to stand outside one of the factories and, with the Edison fluoroscope, see with his own eyes the machinery going, through the brick wall.

#### PLANNING FOR THE 'PHONE FIFTY YEARS HENCE

The big electric company is generally credited with doing the lion's share of this extensive work in pure research, but other companies are getting results, too. The American Telegraph and Telephone Company is working out the problems of fifty years hence with a corps of engineers under the direction of Chief Engineer Carty. The ideal of President Vail of this company is universal service over the whole country on an economical basis. To have you pick up your 'phone and talk to any other man in the country is what his forces are working for. Ingenious adaptation of the "phantom circuit," that is, the closing up of a line of communication along conductors already in use, duplication, &c., makes economical establishment of transcontinental lines feasible. The last annual report told of talking between New York and Denver. They have since talked further than that.

Universal service, practical improvement of transmission, and the central switch-board of fifty years hence—these things are now the study of the telephone engineers in their research work. In all these things we are now far and away ahead of any other country in the world. But they must look ahead, for the day of a metropolitan system with 3,000,000 telephones is not far distant here, and it is a big problem to find ways of handling these on central switch-boards.

#### GETTING PURER SUGAR

The American Sugar Refining Company has its refinery laboratories constantly engaged on research problems. One of the most recent achievements is the absolute elimination of indigo for whitening fine sugars in its refineries. Production of pure syrup for table use and cooking—a commodity not so common as we may complacently believe—is another.

This company is also at work in line with the present movement for more economical agriculture, as the General Electric Company also happens to be. Its chemists are engaged in finding out how to utilize certain vat residues and other of its refinery waste substances that contain nutriment, in combination with maseerated hay or other like substances to make a good cattle feed for sale to dairies. The electric company's research in this department includes experiments on utilization of atmospheric nitrogen as a by-product by electric generating stations, which may shortly be manufacturing fertilizers with the current put out by their generators during the night and at other hours when they would otherwise be idle.

Not only industrial companies, but railroad and utility corporations are pushing

forward through research and systematic invention. The Consolidated Gas Company has a laboratory busy finding new domestic and commercial uses for gas. It has decided upon the policy that any economies in the use of gas that it may help its customers to will ultimately add to its business. Improvements in existing gas apparatus and new apparatus are being devised. The gas water-purifier, just put on the market for office and home use, is a late achievement.

#### PENNSYLVANIA RAILROAD'S WORK

The Pennsylvania Railroad probably leads in aggressive research work in its line of activity. At Altoona, Penn., are extensive shops and laboratories.

While certain other railroads were solving the problems that have come with the heavy all-steel trains by waiting for experiences, the Pennsylvania conducted a series of experiments on a safe stretch of track in New Jersey, and perfected a brake that will control the steel trains and bring them to a stop in about the same distance that the old wooden trains required.

Costs of maintenance of equipment will be kept down a bit as a result of this experiment on a big scale at Altoona: Instead of painting new steel cars, to be refinished at frequent intervals after exposure to weather, the Pennsylvania is now trying a great japanning furnace, into which a whole passenger car, minus the plush cushions on the seats, is run. Decorations inside and out are baked on and will last for years.

But engineers generally are even more interested in Mr. Wood's experiments with certain new and revolutionary ideas in locomotive building, the results of which may so add to steam locomotive efficiency as to postpone for some time the conquest by the electric motor.

#### ABOUT "BACKWARD BUSINESS"

It is probably not these manufacturers whom the Secretary of Commerce of the United States had in mind when he announced his department's intention, a few months ago, of investigating the progressiveness of American industries in which threats of wage reductions were made on account of the new tariff. As The New York Times reported it:

Secretary Redfield attributed to inefficiency on the part of manufacturers the smallness of profit and the necessity for retrenchment in operating cost at the expense of their employees. He insisted that the consumer of the present day had a right to expect efficiency in management.

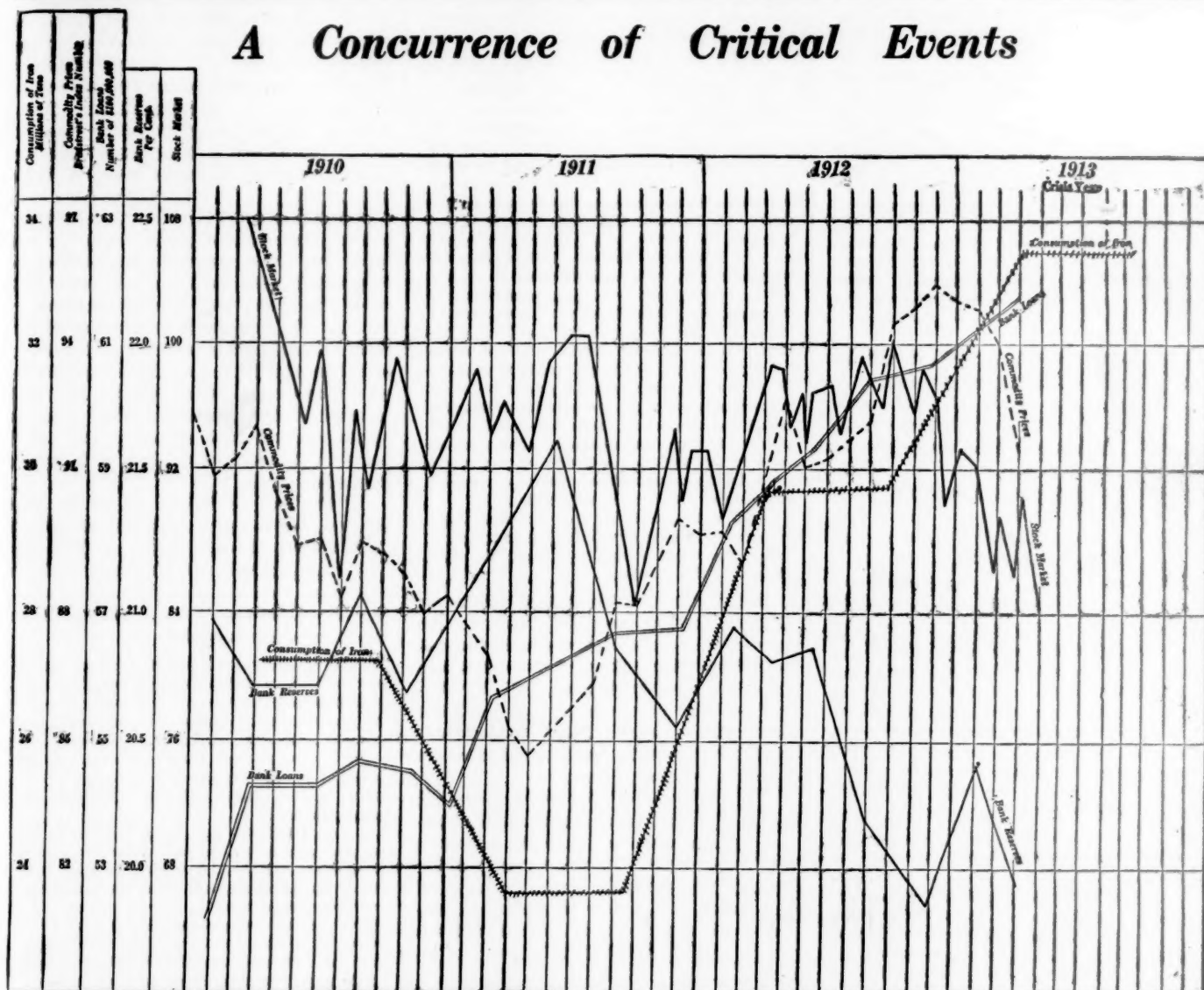
"Operating with bad equipment," said he, "with unscientific treatment of material, with antiquated methods, in poor locations, with insufficient capital and generally ineffective management will not be esteemed a satisfactory reason for reducing wages."

Mr. Redfield has promised that he will study and later discuss the question whether there is really so great an economic advantage in the centralization of industry in great consolidations as has been claimed for it. There is probably room for discussion, with facts on both sides. Among the facts that favor the big corporation in any full discussion will be one indicated by the research activities of the big corporations, a few of which have been mentioned in this introductory article. This work cannot be done piece-meal. It requires continuous work in expensive laboratories. Only corporations with great capital and a business so big that these expenditures are comparatively small can attempt it. The world has never seen the results, in invention, that this systematic research is bringing. It is systematized, properly financed invention. It is one solid argument for the big corporation.

F. T.



## A Concurrence of Critical Events



In this chart Mr. Jackson attempts to show, by the expansion of bank loans, the fall in bank reserves, the rise in the consumption of pig iron, and the downward turn of stock and commodity prices, that 1913 is a crisis year, because things have never happened be-

fore in this way except in crisis years. Since the chart was drawn the pig iron production has begun to fall. The chart is somewhat difficult to follow, but it is interesting. Some of the corrections indicated as being necessary appear now to be taking place.

### The 1913 Crisis

**A Concurrence of Adverse Economic Events Which Leads a Boston Observer to Believe That a Painful Readjustment Must be Taking Place—His Statistical Proofs and Comment Thereon**

**A**FTER every economic "crisis" there is "depression," and people talk of overproduction as a cause, whereas, in fact, overproduction, if you think of it, is impossible. How can people produce more than they are able to consume? The trouble is that production becomes symmetrical. There is too much of one thing and too little of another—usually an excessive production of enduring goods and permanent wealth and a relatively insufficient production of commodities required for immediate and continuous consumption, especially food. Profits diminish on the goods excessively produced in relation to others, through the efforts of the producers to find a market for them; prices for other kinds of commodities the production of which has been relatively neglected, particularly food, will rise. Then painful readjustments are necessary. The terms of exchange go awry. These facts are basically recognized in an interesting pamphlet entitled "Six Industrial

Crises," by Charles C. Jackson of Boston. He writes:

There is a curious fallacy, which impedes the proper interpretation of the occurrences preceding each industrial crisis, namely, that high prices of merchandise, even when the rise is pushed very far, are always encouraging and are a sign of business health. In fact they are frequently, as they were last Autumn, one of the signs of an exhaustion of purchasing power. They mean simply that we have been consuming merchandise too fast, so fast that the demand outruns the supply. Of course a great rise in merchandise prices gives pleasure to active people, and creates optimism, because it greatly helps the profits of merchants and manufacturers who always own many commodities. Therefore, although an excessive rise is always followed by a derangement of business and "bad times," such a rise comes to be associated in the public mind with "good times." Most people remember only that, during the prolonged bad times, prices of commodities were low, and therefore they think that "overproduction" does all the harm. A little study must convince any thinking man that overconsumption is what generally deranges business, and that "overproduction" is the result of the subsequent underconsumption.

He concludes:

That a crisis and a reversion to "bad times" usually arise chiefly from exhaustion of supplies and consumable commodities, and from exhaustion of purchasing power.

And

That these exhaustions can be foreseen and acted on, and lessened and palliated, by intelligent and controlling men earlier and to better purpose than they are now. They are nowadays first dimly perceived and first checked by ordinary consumers and investors.

Saving and spending appear to run by cycles in the world. In what are called "hard times" people save, as they did in the '90s; then, when a great deal of capital is stored up and the rate of interest is low, imaginative men begin to borrow and build. Their example is imitated. Prodigious works are performed, labor is more and more in request, men are transferred from the food-producing fields to other employment, prices rise, there is the ecstasy of great profits, and an era of spending is at hand. If people went on forever saving, capital would become almost worthless, as everybody would have it to lend; on the other hand, people cannot go on spending forever, or use up capital faster than it is saved. That is why "booms" alternate with "crises," with "depressions" between, but Mr. Jackson thinks it could be better ordered:

I suppose that the two principal causes of an ordinary culmination of prosperity and reversion to adversity are:

First, a widespread optimism which is generated by good business, long continued. This optimism leads everybody to consume food, fuel, clothing, and materials for shelter more freely, and to be more careless as to what he pays for his living; and also leads very many people foolishly to extend their business undertakings, and foolishly to increase their debts.

Second, a widespread and passionate desire to construct permanent property. This desire is felt and yielded to by the managers of great undertakings, like Harriman, Hill, and Mellen; and their efforts are seconded by dealers in securities, and by lenders on them, who get profits in raising new capital, and by manufacturers of

steel, cement, lumber, and other like building materials.

These two things are the chief causes of expansion of all kinds, and of extravagance and recklessness, and of exhaustion of our purchasing power, and of the high prices of commodities. Subsequent to these latter come timidity, and restriction of consumption of commodities; and business failures, and excessive suspicion and weakening of credit; and perhaps panic, and long continued business depression and paralysis.

Of course the construction of streets and buildings by public authorities, and the waste by incidents like the Balkan war, and the unsettlement due to radical changes in import duties, are at times contributive causes; but they are of far less importance than optimism and love of construction.

Men will build when they can and are not held back by statistical portents of an impending crisis. Their physical works will survive, no matter what happens to the capital. And, besides, there is a momentum in the affairs of men which will carry them, in spite of themselves, beyond the point at which prudence would pause. Mr. Jackson thinks it unintelligent, however, to wait until the checks are automatically imposed:

One mistake, which is of some serious importance, is the apparent belief of our leaders that the amount of quick capital in a community is inexhaustible. It has often been said of late that, if the railroads were only allowed to make their securities attractive by raising their rates of transportation, the public would supply them with all the quick capital they desired. But, as the low prices of the best securities and the low reserves of the banks show, the desired quick capital does not exist, and it therefore would make little difference how attractive the securities might be made.

We are all to blame in this matter. We ought all to have remembered last Autumn that the great and increasing consumption of iron was mainly caused by the great and excessive construction of permanent property, and that this excessive construction was every day diverting a larger and larger proportion of the workers of the country from the production of consumable commodities; and also that this diversion had already brought about a scarcity of consumable commodities. We ought to have noted that this scarcity of consumable commodities was the reason for the great rise in the prices of these commodities; and we ought to have noted that this conversion of so much quick capital into permanent forms had dangerously reduced the purchasing power of the community and had brought about the very low prices of first-class bonds and the very high rates for money which we saw. We ought to have seen too that it was this reduction in the purchasing power of the community that produced the great decline in the stock market; for the earnings of the corporations, whose securities were dealt in in the stock market, were still very good and business in general was still very prosperous.

We ought to have seen last Autumn that, for practical purposes and without regard to theories, the community was becoming too much impoverished; that, although the railroad and electrical facilities of the country were being rapidly improved, the supplies of things which people eat and drink, and wear, were becoming too far exhausted; and also that the community's power to take securities and to furnish quick capital was becoming too far exhausted. Instead of letting the exhausting process continue until it would be checked by the thoughtless consumer, acting on instinct, it would have been wiser for the intelligent initiators and bankers to have themselves checked the exhausting process six or eight months ago.

He has constructed a chart (reproduced herewith) which proves 1913 to be a crisis year, owing to the conjunction of a number of perilous events, namely:

These simultaneous occurrences were a great increase in the consumption of iron; a great increase in the prices of consumable commodities; a great increase in bank loans, and in the rates of return on the best bonds at their market prices; very high rates of discount for commercial paper; a great decline in the reserves of all the national banks of the country; and a striking decline in the stock market. Here were seven striking incidents. One would not expect these incidents to be absolutely simultaneous at four peculiar periods, and very nearly simultaneous at three other similar periods, un-

less some one, strong, underlying cause has existed at each of these periods.

In his discussion of the chart he says:

The striking fact is shown that prices of commodities rose last Autumn, while bank reserves and stock prices were declining, while bank loans were rising, and the returns to be got from the best bonds at their market prices, and the rates of discount for commercial paper were rising. One would of course expect prices of merchandise to decline at such a time, because of the lessening of buying power and the increased scarcity of money. But prices of merchandise went up at this time, and therefore it is clear that there must have been a still greater scarcity of consumable commodities than there was of money. If now we look at the line showing the changes in consumption of iron—which of course are caused mainly by the changes in the amount of construction of permanent property—and if we remember that the increase in construction causes a corresponding increase in the diversion of laborers from the production of consumable commodities to the production of permanent property, the cause of the scarcity of consumable commodities becomes perfectly obvious.\*

Such a chart could be made for each of the Autumns before the several periods of industrial crises, and would show pretty much the same changes as this one does.

But in the graphic method are many pitfalls. Perhaps one reason why men go perversely on performing works of construction, though the cost of capital does rise and credit becomes strained, is that statistical portents of crises are not infallible. The five things contrasted in Mr. Jackson's chart are inherently unlike, and move in obedience to separate laws.

The stock market goes up and down, but the curve of its movements will tend upward, owing to the fact that the securities which make up the statistical average solidify and pass gradually from the plane of speculation to the importance of investments, where they are influenced as bonds are, by changes in the prevailing rate of interest.

Commodity prices have no tendency over long periods.

The consumption of pig iron tends always upward.

Bank reserves are a constant requirement.

Bank loans continually rise, with the growth of banking resources.

To each of these things Mr. Jackson devotes a separate chart, with the six panic years, namely, 1873, 1884, 1893, 1903, 1907, and 1913, emphasized in a startling manner. One who will study these exhibits intelligently must perceive how important it is to consider, not the actual increase in the consumption of pig iron, as Mr. Jackson does,

\*The total cost of an office building, built of steel, apart from the land on which it is placed, is something like fourteen times the cost of the steel used. The steel would cost, say at least \$30 per ton, making the total cost, going along with each ton of steel put into an office building, say \$420. There would be a little iron also in this building, which would reduce the total cost going with each ton of steel and iron. In many other constructions the total cost, going with each ton of steel used, would be much less than this; but on the other hand much construction is of stone and bricks and wood, without any iron; and in the case of water powers, dams and canals, earth and stone and cement are almost the only materials. The amount of building of this non-iron character doubtless increases as rapidly in construction eras as does the building of steel. It seems safe to guess that not more than one-third of the steel used goes into crowbars, shovels, hoes, &c., which have little cost beyond that of the steel itself. If, then, we say that the present rate of consumption of iron, namely 33,500,000 tons per year, necessitates an expenditure of \$100 for each ton, or \$3,350,000,000 per year, we shall be well within the truth. The workers, making these constructions, are paid on the average somewhere about \$900 per year. Therefore this \$3,350,000,000 cash, paid out almost entirely for wages and salaries, means the diverting of 4,187,500 men from the production of consumable commodities to the production of permanent property. In the meantime these 4,187,500 men are all eating and drinking and wearing out clothing faster than they would if not so vigorously employed, and they are not producing any of these consumable commodities. Evidently a small proportionate increase in the number of these diverted workmen makes a great change in the demand for consumable commodities and in the supply of them. Each investigator can figure these things out to satisfy himself.

but the rate of increase; and not the actual expansion in bank loans, as he does, but the rate of expansion. The consumption of pig iron, for instance, has declined in only twelve of the forty-two years exhibited. Bank loans are shown during forty-four years, in which there was a decrease in only six years, and those decreases were relatively unimportant.

In another chart he shows that the ratio of bank reserves to deposits in the national banks was lower last April than at the corresponding period of any of the other five crisis years, and very much lower than in 1893 or 1873, whereas if he had treated the ratio of gold money reserves to the loans of national banks, loans being a much more consistent quantity than deposits, he would have found that seven times in the history of the national bank system it had fallen below the danger line of 15 per cent., where it was last April.

If 1913 is a crisis year, as Mr. Jackson believes, and for such fundamental reasons as he assigns, it would be too much to suppose that bankers could have averted it by beginning only six months ago to apply the brakes, but that would not detract from the force of his counsel:

The necessity of maintaining proper bank reserves has been recognized for a long time. We recognize that it is necessary, not merely in order to prevent runs on banks and bank panics, but also to insure that the banks shall always give to active business men the proper loans. If these supplies of cash are not to be had by business men, business halts, and production and consumption suffer.

Reserves of two other things are just as necessary to maintain as bank reserves; namely, reserves of consumable commodities—that is, of food, fuel, clothing, and materials for shelter; and reserves of investing power—that is, of the power to buy and put away securities. If the reserves of these two things fall too low, prices of commodities become absurdly high, owing to their scarcity; and soon the buying of them is restricted and business is deranged, and "bad times" set in.

If now the concurrence of these harmful incidents once become associated in the minds of business men with serious danger, as soon as the business men observed this concurrence, they would take at once the precautions as to restriction of construction, &c., which are being so vehemently urged at present. That is to say, they would, in this present crisis, have begun to safeguard the situation at least six months earlier, before the times had become "bad," instead of waiting until now when we seem to be in the midst of serious trouble.

A crisis of the past lends itself beautifully to statistical treatment. Every one can see how inevitable it was, and how, things being as they were, nothing else could have happened. But with a crisis in the making it is different. It has a way of coming when it shouldn't, or waiting until it ought not to happen at all. There is always a good deal of human interference with statistical probabilities. That, after all, is not remarkable, seeing that production and consumption are governed so largely by human desires and emotions.

#### The Mythical Money Crisis

Editor of The Annalist:

There is no money crisis in the South; at least, the writer cannot see same, and the banks are not withholding credit where the money is to be used in making and handling the crops, but we are very cautious in making loans where the money is for use in erecting buildings and other general improvements. We have experienced no trouble in getting all the money we have needed, and do not anticipate having any difficulty of this kind. After sixty days from this date a large amount of cotton will have moved and the money owed by the South to the East and West will be liquidated.

Always at crop-moving seasons a small additional amount of money is needed to get the crop movement fairly started, but after that time the South needs no money from the outside; it simply wants to get the money for the crop it is marketing.

The situation in this territory is encouraging. Crop prospects are extremely bright, and we expect to have a much earlier movement of the crop than we had last year.

M. B. LANE,  
President Citizens' and Southern Bank.  
Savannah, Ga., Aug. 5, 1913.



## Optimism

### *An English Economist's Hopeful and Interesting Analysis of Our Situation, with Reference Particularly to the Financial and Other Problems of Railroads*

THE STATIST of London, edited by Sir George Paish, has just brought out its elaborate annual number devoted to American railways, with an introduction in which economic conditions here are liberally set out on account of their bearing on the business of the transporters. The writer expresses opinions about our situation that are so far away from the prevailing sentiment of our bankers and Stock Exchange traders as to be remarkably refreshing. He says that the United States is very prosperous, probably the most prosperous of the nations last year, and that it has not yet felt the full effects of the wealth produced in 1912. To quote him:

The past year has been the most prosperous the American people have ever had the privilege to enjoy, and the measure of their previous prosperity was not a mean one. Never have the American people had such a flood of wealth as that which has come to them in the past twelve months. The vast areas of fertile land extending from one side of the country to the other gave a volume of agricultural wealth of unprecedented magnitude, and far surpassed their own previous records and that of any other country at any time in the world's history, both actually and in proportion to the number of persons directly participating in the harvest. The mines containing unlimited deposits of coal, copper, gold, silver, lead, and other valuable substances produced an unprecedented quantity of minerals, while the mills and factories have been continuously engaged in supplying manufactured goods to meet the great consumption resulting from the bumper crops and the large output of natural wealth.

Nor have the advantages of this immense output of agricultural, mineral, and manufactured wealth been confined to the United States; they have extended to all nations, the American people having been able to supply other countries with a much greater amount of their products than ever before. Inasmuch as the sum of material well-being is governed by the extent of the annual output of wealth of the whole world, so great a contribution as that made by the American people in the past year has brought widespread advantage, and accounts in no small measure for the continued activity of the world's trade, notwithstanding other circumstances which threatened to cause contraction.

For the first time in many years, he says, America really had to borrow nothing from the rest of the world, a fact that saved Europe from a financial crisis this Spring:

The largeness of their crops and the greatness of their exports, moreover, enabled the United States to refrain from drawing upon outside supplies of capital to the extent they have done in recent years. Indeed, we calculate that for the first time for many years they have provided themselves with the whole of the capital they have required. It is true they have placed considerable amounts of securities, more especially short-dated obligations, on this side; but on the other hand they have repurchased from Europe a great many of their own securities of which the Continent desired to dispose in order to finance the large outlays resulting from the war in the Balkans. On balance the American people have borrowed nothing from foreign countries in the past year. That the United States has been able to refrain from its usual borrowings in Europe has tended to prevent the pressure for capital arising from the political situation on the Continent becoming still more severe and from bringing about a stringency of capital so acute that a great contraction in trade would have been inevitable.

The Statist thinks that but for a disposition to extravagance and an indisposition to invest particularly shown the past year we would have lightened what stringency did come to Europe:

We venture to think that having regard to the

country's greatly increased income the American people could have done even more than they have done to assist the world with capital in a time of such great pressure. But the phenomenon has often been observed that when a nation is enjoying unbounded prosperity it spends as freely as it receives and often sets aside a smaller portion of its income for capital purposes than in a period of less prosperous conditions, but of greater economy. In these circumstances it was to the good that in a time of stringent money and capital conditions the American people have on balance been able to satisfy their own needs, and have refrained from importing capital when it was so much needed by other lands.

It says that we got off much easier, considering world conditions, last year than we might have done:

In the old days whenever investors suffered from lack of confidence and the influx of foreign capital was stopped, the effect upon American prosperity was exceedingly serious. But the stoppage of the supply of foreign capital to the United States at the present time, although it would cause the country to go slower, would not have anything like the serious effect it had when the income and accumulations of the States were but a fraction of their present total.

This is what it has to say of the deferred effect of last year's wealth production:

The advantages to the country of last year's abundant crops have not yet been fully realized. Stocks of cereals, both visible and invisible, have been largely increased, and a portion of the great yields has thus been left over for sale in the new crop season. And we anticipate that the census of animals upon the farms will show marked recovery in consequence of the abundance of last year's hay, maize, and oat crops. Moreover, a great deal of profit made in the past year of active trade conditions has yet to be invested either by the undertakings whose profits have been large, and whose practice it is to retain a great part of the profits for capital purposes, or by investors and capitalists who have not yet received their quota of income from the great business of the past year. Most of the railways of the country have earned much greater profits in the past year than they did in the previous year, and they have larger sums of profit available for capital purposes. Thus the full effect upon the capital fund of the extraordinary prosperity of the country in the past year has not yet been felt.

That our farmers did not get the lion's share of the prosperity from the crops, he offsets by the gain that lower prices for farm products made to industrial workers and to the supply of capital for investment:

It is true that a fall in the prices of commodities which attends upon a condition of disturbed credit would tend to diminish the consuming power of American farmers, who have derived so much advantage from the advance in prices in recent years. But it would increase nearly correspondingly the purchasing power of the great masses of the people engaged in manufacture and distribution, whose incomes do not fluctuate to any great extent, and the net effect of the change would probably be to increase the supply of capital available for investment, as the real incomes of many people would be unexpectedly increased.

It qualifies its optimism a bit by reminding us that the Balkan war may cost us something in decreased markets and lower prices:

The disturbance to confidence caused by the war in the Balkans, and the unwillingness of a great number of Continental investors to provide new capital until the international political situation again becomes normal, mean that the efficiency of the machinery of distribution is becoming impaired, and that great numbers of persons whose consuming power depends upon an abundant supply of capital will not for a time be able to consume as freely as recently they have done.

But the fine profits of the railroads are cited as a sure proof of general weal:

No better guide is afforded of the course of trade than the volume of railway traffic and the earnings obtained. In the States the fluctuations in recent years of the average rates and fares obtained have been very small, and the growth of railway earnings may be taken as giving a true measure of the activity and prosperity. The earnings of the railways show an all-around expansion for the twelve months of 11 per cent. All the other data we possess confirm the railway earnings barometer, and indicate that the condition

of trade has been the most active the country has ever enjoyed.

A return of investors to railroad securities in consequence of some loss of confidence in other investments that has been seen is predicted:

Whenever investors suffer from lack of confidence they refrain from placing capital in enterprises of a risky character, and, on the other hand, favor those of proved strength able to maintain the regular payment of interest and dividends. During the last ten years most of the railways of the United States have sought to make their financial position so strong that they could not be shaken under any conceivable circumstances. They have done so by the creation of great amounts of common stock, by the appropriation of a large part of their profits to capital purposes, and by reducing the proportion of their interest charges to their net income to very low figures. The securities of these railways would become specially attractive to investors in a period of disturbed credit. It is true that certain railway companies have not followed the general practice, and have increased their obligations out of all proportion to the income available and to their share capital; but these companies are few. An examination of the data we present herewith concerning the capital and the income of all the important railways of the United States will prove to everyone that most of the railways of the country are in a condition of great financial strength.

The Statist does not appear to share the views generally held about the quality of financial judgment the railways have shown in financing with short-term notes. It rather upholds their judgment, on the ground that the financial strength of the railways will before long attract investors:

The strong railways of the United States have during the past year or two refrained from creating permanent debt at high rates of interest and have issued a fairly large quantity of short notes in the confident expectation that in a comparatively short time they will be able to obtain all the permanent capital they will require at reasonable rates of interest—so confident are they that their financial strength will permit them to borrow at a time when investors closely scrutinize the securities for which they are asked to subscribe.

Still, the writer does not underrate the handicap which our railroads complain of in having their rates held down while all expenses increase, and says that if the railroads could increase rates they would gain at once in credit among investors—and general trade would gain with them:

Should freight rates of the Eastern trunk roads be increased by the suggested 5 per cent. the margins of profits of all of them, the relatively weak as well as the strong, would be large enough to enable them even in a period of disturbed credit to obtain the capital with which to make additions and improvements needed to provide for the expanding traffic of the country. It is essential to recollect that railway facilities must be provided some time ahead of the need for them, as otherwise it is impossible to cope with the traffic when it expands, as it is apt to expand in the States by great leaps in individual years. Hitherto the traffic of American railways has about doubled each decade, and if it continues to expand at this rate it is evident that the companies will need in the next few years to expend large amounts of capital in the work of preparation. To raise this capital they will require large margins of profit in excess of their interest and dividends to assure investors in a time of discredit that the new capital will be safe. Should the Interstate Commerce Commission realize the importance of the matter and increase the confidence of investors in the stability of the American railway industry, large amounts of capital will doubtless be provided by the investors both of the United States and of Europe in the next few years and this expenditure of capital will powerfully contribute to the maintenance of trade activity not only in the States but in other countries.

One thing that strikes an American reader examining the 144-page supplement of The Statist, with its intelligent discussion of the business and finances of our railroads, one by one, with its famous tabulations of statistics, is that only one American railroad and scarce half a dozen of our investment bankers saw the opportunity for advertising their securities to the large European investment public.

## Fickle Weathervanes in Western Trade

One May Take His Choice of Signs and Be a Good-Natured Optimist or the Reverse, Just as Is His Disposition

*Special Correspondence of The Annalist*  
CHICAGO, Aug. 8.—Commercially, affairs tend slightly downward; financially, upward. General business shows remarkable resistance to feed crop losses, tight money and Tariff revision, and moves forward consistently, although quite irregularly, under the circumstances. There can be no doubt about contraction, however. That great slow indicator, freight traffic, confirms it. Eastern loading last week was fully 5 per cent. less than a year ago, or twice the preceding week's ratio of decrease, and Western lines' traffic sheets reveal many small decreases. Local bank clearings the past week or ten days increased only about 3 per cent., or one-half as much relatively as for July, or the year to date, the corn pit's orgy notwithstanding. Cost of living remains the same, so far as one can see or feel it, but there are rather concrete intimations here and there of less high living—bargain offers by automobile makers and calling of loans by Detroit banks, for illustration. On the other hand, industry has a better tone, especially in the steel centres, which are cheered by some large orders for rails, the first in many weeks, during all of which time the shipments have been nearly double the volume of bookings. Commodity prices in general seem rather firmer than a short time ago. Money is a small fraction lower, around 6 to 6½ per cent., with moderate demand. Only fractional changes above or below 6 per cent. as a prevailing basis are expected by the bankers through the Autumn and early Winter. Collections are improving on the whole, very much in the Southwest. The demand for standard securities is broadening.

More cheerful financial expressions, facial and vocal, and enhanced values of securities have stimulated optimistic sentiment all along the line. The crops are made, or soon will be, and their minimum promise is better than a full average and the second largest yield on record. Banking curtailment and corporate retrenchment removed all panic suspicions or suggestions with surprisingly few consequential failures. That itself is tonic. The greatest men acknowledge their incapacity to comprehend the magnitude of the country's accumulated prosperity and power. It stuns their imagination to theorize on the prophetic significance of continued opulence in the face of most amazing extravagance.

Evidence of easier conditions, which assumed definite form around Aug. 1, include voluntary liquidation of loans at banks, fewer applications for loans, increased sales of commercial paper to country banks first in one State and then in another, although never in more than a few localities at the same time, and the unique circumstance of moderation in August discounts. The leading bank here has the same volume of deposits as a year ago, with an increase of \$1,000,000 in bank balances, whereas the last three months its deposits were off \$10,000,000. Once again has Mr. McAdoo been blessed with conspicuous improvement in business sentiment and conditions throughout the country just after he declared himself in favor of financial relief. In this instance, however, the bankers attribute the improvement to two other things, namely, their own policy of prudence persistently followed for months and the change in European attitude, caused partially by disappearance of the biggest war clouds and the balance of trade in favor of the United States.

In making comparisons with a year ago it should be kept in mind that the abnormal activity of last Autumn and Winter began when the record crops were assured.

### MARKETING THE GRAIN

A Year of Great Supplies, Evenly Brought Out—Mr. McAdoo Puts Up the Prices

*Special Correspondence of The Annalist*  
CHICAGO, Aug. 8.—Conditions since the beginning of harvest have favored the marketing of the new crop over an unusually extended period. Winter wheat, the only crop which fully matured before the heat waves began rolling over the grain belt, was much the best in quality as well as quantity that the country ever raised, and it was harvested early under ideal conditions. Export demand all through July was the best ever experienced for any one month. Prices were fair, and producers were compelled to accept them, because the banks were curtailing credits in every direction. Consequently the railroads enjoyed the

heaviest grain traffic of any mid-Summer. Many more than 20,000 cars of grain arrived in this city in less than five weeks, an increase of nearly 100 per cent. over a year ago, and nearly one-half of it was wheat, which increased nearly 200 per cent. Wheat is the cash grain of the world. Wheat and cotton are the two soil products which make foreign exchange.

The remarkable rush of new wheat occurred when general traffic was receding slightly, and the railroads took care of it without any friction or congestion, relieving by so much the usual crop strain of the Autumn months, when the cumulative effect of successive new crops reaches its height, generally about the middle of October, throughout the Northwest and Middle West. Before the Winter wheat rush had subsided the bankers decided that there would be no greater stringency this year and loosened the thumb-screws a little, whereupon Secretary McAdoo announced gratuitous financial relief that the West and the South did not need, much as they appreciated his compliment.

Naturally the producers began to hold back their grain. Tight money ceased to be a paramount factor in their minds. Herein the railroads will benefit again, as much tonnage will be deferred until Winter or Spring that otherwise would have moved in Autumn. Incidental circumstances favoring them in the same way have been the early movement of range cattle and the general liquidation of live stock in the parched States and the revival of the flour trade. Western Europe is now competing in wheat importing countries. Export trade is flat. Decreased wheat receipts are anticipated.

### MR. MCADOO'S MILLIONS

The Relief Plan Is Popular in the West and Chicago Can Use the Money

*Special Correspondence of The Annalist*  
CHICAGO, Aug. 8.—Secretary McAdoo's relief plan is popular, of course, and sentimentally helpful to business and investment as renewed assurance of the Administration's vigilant solicitude for the country's welfare, but it tends to disturb banking affairs to no practically beneficent purpose. Bankers approve of commercial paper as a basis for circulation, and the West and the South want direct deposits of Government funds, but they cannot favor deep down in their hearts any plan at this time that tends to undo their work of curtailment in any degree, a work skillfully but painfully performed. They have studiously avoided any reference to the Secretary's strictures about the bonds, assuming entire satisfaction with his plan of relief and his methods of making it effective, the joint conference proposition being most felicitous, although no bank wanted special crop deposits for distribution pro rata among eligible country banks in its district, and no help was needed on any terms. The largest banks here found their percentage of circulation to capital slightly below 40, five of the eighteen nationals, including the second largest, being well below 30 per cent., with five smaller ones close to 100 per cent., the average of all around 34 per cent., and there was no way to figure a profit on the transaction in any event.

It was assumed that Chicago would get a large share of the total deposits on account of its banking importance in Western and Southern affairs, especially during the crop-moving period, and there was no disposition to quibble over details or circumstances of the Government's first formal recognition thereof. The country's largest commercial bank, with 4,800 country correspondents, must have very close relations with the larger New York institutions, but does not like to depend upon them for an allotment of Federal favors. This bank already has rediscounted more than \$20,000,000 of commercial paper for its country correspondents.

Being in the most critical crop period of the year, the business man has to feel the outer circumstance of supposititious circumstance at many points. It suits him to be between his seasons. Even the outlying banks have ceased to buy commercial paper, except spasmodically. Confidence among all classes is spreading in spite of crop damage, but caution has become a confirmed habit. The call for crop funds is no louder than usual at this time, nor is it heard in more places, but the area of need is widening, quite naturally. Currency shipments this season thus far have been less than a year ago, with receipts from the country almost as heavy. Last month's daily average of domestic exchanges on New York was three cents premium per \$1,000, compared with six cents a year ago, and nine cents two years ago. Last August it averaged eight and one-half discount and the year before four discount.

## Express Reductions Hit the Railroads

They Will Suffer Half the Loss of the Express Companies by Reason of the Rate Reduction Ordered by the I. C. C.

*(Bureau of Railway News and Statistics.)*  
Under their contracts with the express companies the railways get a fixed percentage of the gross express transportation receipts. Out of every dollar the express company takes in the railway, varying with the contract, gets from 45 to 55 cents. Counting the railway's portion as one-half, the loss in gross earnings to the carriers is \$12,500,000 if the express companies' loss is \$25,000,000; if it is \$45,000,000 the carriers stand to lose \$22,500,000 in yearly gross earnings.

This the railroads would stand to lose if the express traffic remained undisturbed at the level of the fiscal year 1912. But this is not all. There is another loss which is possibly greater. On packages under four pounds for all distances the present parcel post rates are cheaper than the new express rates. Since traffic seeks the cheaper channel, most of this is lost to the express companies. They claim that 30 per cent. of the revenue formerly received from parcels weighing eleven pounds or less (the parcel post limits) has been taken away by the new postal service.

Regardless of the effect on the express company, what is the result for the railroad? It loses one-half of the rate reduction on traffic taken away! For the railroad must carry the freight for parcel post as well as express, except that instead of receiving 50 cents on every dollar for this business it now receives nothing. Parcel post mail, introduced with no provision for reweighing to ascertain the increased tonnage carried by the railroad, causes a loss to the carrier of 50 cents on every dollar gross revenue going to the parcel post service. And the business thus carried free adds to the railway operating expense attributable to postal service as the free parcels tonnage rises.

On Aug. 15, with the advent of new parcel post rates, the effect will be heightened, for then the weight limit for parcel post will be 20 instead of 11 pounds and reduced charges will put the parcel post rate on all this business from 30 to 50 per cent. below the new express charges for distances up to 150 miles.

Such a curtailment of railway revenue is nothing new, for a consistent maintenance of this attitude toward railway mail pay has entailed a striking restriction of railroad earnings from this source in proportion to the growth of the business. This is brought out graphically by comparison with the postal revenue accruing to the Government and payments to the railways by the express companies, either of which may be regarded as measuring roughly the growth of business. Such a comparison follows:

	Railway Mail Pay.	Postal Revenue.	Express Pay.
1902 .....	\$39,963,248	\$121,848,047	\$34,253,459
1906 .....	45,428,125	152,826,585	45,149,155
1908 .....	48,517,563	191,478,063	58,002,001
1911 .....	50,702,625	237,879,823	70,725,187
1912 .....	50,458,769	246,744,015	73,053,799
Increase ....	28.8%	101.7%	113.3%

While postal revenue was increasing 101.7 per cent. and express business 113.3 per cent., the payments to railroads for hauling mail grew 28.8 per cent. The present reduction in express and parcel post rates may be expected to extend the contrast.

### The Position of B. F. Harris

Editor of The Annalist:

Your wire in the matter of the McAdoo statement received, and answered. The inclosed, addressed to 5,000 Champaign County farmers, shows our position. Sincerely yours,  
Champaign, Ill., Aug. 4. B. F. HARRIS.  
Deposit, \$1,400.00.

A record-breaking drought in this section; oats half crop, corn "spotted."

This is the position:

Farming is a good deal like banking in many respects. The farmer who has regularly rotated his land, cultivated it carefully, and added to its fertility, kept plenty of humus from stalks and straw and clover roots plowed under, gets better crops each year and his soil is in such rich loose condition that it always has plenty of nourishment and moisture in the driest years.

So in these times of drought we are glad to say to all our customers and many friends, that we have so managed our affairs that we are loaning and will loan at the same 6 per cent. rate we have loaned at for years.

So "cheer up," and if you want more words of cheer, or 6 per cent. money for productive purposes that will help bring the results we are working for, come to the "Old Landmark" that for three generations has weathered the storms and "dry seasons." B. F. HARRIS.



## The Dutch Would Have Us Coerce Mexico

Representing Holders of Mexican Securities All Over Europe, Amsterdam Wants Us to End the Present Situation

Special Correspondence of The Annalist

AMSTERDAM, July 29.—The renewed slump in Mexican Government and railway securities has been the topic of the week on our Exchange. Holdings of Mexican securities are large in Holland. Mexican Government securities quoted on our Exchange are the 4 per cent. gold loan of 1904, the 5 per cent. gold loan of 1899, the various series of the 5 per cent. internal debt, and also those of the 3 per cent. internal loan. Railway securities listed here are the 4½ per cent. prior lien bonds of the Mexican International, 4½ per cent. prior lien bonds of the National Railroad of Mexico, 4 per cent. first consolidated mortgage bonds, National Railroad of Mexico, 4½ per cent. prior lien National Railways of Mexico, and the first and second preferred shares of the latter company. Not only are these securities listed here but they are actually dealt in. For a long time Mexican Government securities have been treated here as a popular investment value, combining an attractive rate of interest with a fair grade of safety. The reign of the former President Diaz had strengthened the credit of Mexico here and the American bankers handling Mexico's financial requirements never knocked in vain at the door of the European banking houses when they wished Europe to participate in the floating of Mexican Government loans.

### LATEST LOAN FELL FLAT

No wonder the further fall in these values created great uneasiness. The latest note-issue by the Mexican Government had to be made at a rather exorbitantly high rate of interest, and even at that very high rate the issue attracted but small buying. It was an indication that faith in these securities was on the wane. Yet there is still a general conviction here that as soon as the political unrest subsides the Government bonds will prove fully worth their price. More nervousness prevails in regard to the securities of the railway system in Mexico. Much criticism is made that the real position of the National Railways of Mexico has been concealed for so long a time. The fear, expressed a few weeks ago, at the time of the first resignation of Mr. Brown, that the inside position of the company was not as good as the statements published by the company led to believe, unhappily appears to be well founded. From what has transpired we infer that there exists in Mexico a situation bordering upon anarchy, and that the properties of the company are greatly damaged. The fact that Mr. Brown has again tendered his resignation, notwithstanding the urgent requests of the American and European banking groups that he remain on the board in this critical period, proves that he considers the actual state of affairs of the company as quite hopeless, and that he does not see any way to surmount the difficulties surrounding the company's affairs.

### RAILWAY'S ARTIFICIAL SITUATION

It is all a puzzle to people here. It was thought that the recent issue of £5,500,000 had carried the company's business over the dangerous point. Through that issue not only the notes maturing immediately had been taken care of, but also sufficient funds were provided for the repayment of the notes maturing next November, and still capital was left for the financial requirements of the company up to the end of the year. Therefore lack of funds cannot be the chief cause of the present difficulties. There must be some other reason; an evil of another character. It is thought here that the fundamental fault with the National Railways of Mexico is this: that while at the time of the amalgamation of the lines in Mexico, the intention was to form a system that should be self-supporting, the real basis of the readjustment has been such as to make the system too dependent upon the Government, and that instead of having a natural growth by development, the activities of the company must be created artificially.

An indication of this was the willingness of the Government to guarantee the interest on the 4 per cent. general mortgage bonds following in rank the 4½ per cent. prior lien bonds, the guarantee of 2 per cent. dividend on the first preferred shares for a fixed period, and the acceptance of nearly the entire common stock. It must be admitted that under the practically autocratic form of government that then prevailed, all these measures might have succeeded. However, other times arrived, other principles dominated, and the plan so arti-

ficially compiled could not be carried out. Not only are the high-wrought expectations of Government support not realized, but the chain with which the company was linked to the Government has weighed fatally on the enterprise.

### WHO WILL REPAIR DAMAGES?

Now that the artificial support is spoiled, the question arises what is to be expected from the natural growth of the business of the company? It is not easy to answer. One thing is sure, the figures as they have been published recently do not represent the real state of the company's affairs. It is understood that these figures include various amounts for services rendered to the Government, which are booked to the credit of the operating account but for which the company does not presently receive hard cash.

Further, what damage has been done to the properties of the companies? To whom will these damages come home? To what extent are the profits of the company unfavorably influenced by the recent depreciation of the rate of exchange for Mexican pesos? During the last few weeks this rate has fallen in Holland from 1.19 florins per peso to 1.06 florins, a fall of about 12 per cent. Inasmuch as the obligations of the company are for the greater part in foreign currency this depreciation can be of far-reaching consequences. What is to be done under the circumstances?

### CONFERENCE AT PARIS

We have heard that a meeting of the leading bankers connected with Mexico's financial affairs has been held in Paris to discuss the measures that are to be taken for the protection of those interested in this company. However, it is doubted here whether this conference will give the desired result, inasmuch as it is not in the first place a financial question but far more a political problem. According to opinion here, firm action must be taken to restore order in Mexico, and much will depend upon the attitude your Government will take toward the Mexican situation. The anti-American movement in Mexico is considered here as to be of grave importance. An official recognition of Mr. Huerta as President of Mexico by your country would cause a feeling of relief. The suggestion has been made whether it would be advisable to approach some of the European Governments to interfere, in view of the important interest that European capitalists have in the state of affairs in Mexico. But as it would rather complicate matters, it is certainly better that, in order to get out of the muddle, one mighty hand en-croached. We do not know of any country, either by location or by importance of its connections with Mexico, more fitted to that task than yours. It is earnestly hoped here that your Government may take the necessary steps to bring the present situation to an end, and our people are awaiting the further developments in this matter with great anxiety.

## OIL SPECULATION IN LONDON

Shares of Petroleum Companies Are Most Active in Capel Court

Special Correspondence of The Annalist

LONDON, July 30.—If there has been any speculation of late, it has been in oil shares. Prices have risen moderately, but steadily. Here is the change of the leaders during the last fortnight:

	July 14.	July 30.	Rise.
Shell .....	5 3-16	5 17-32	+11-32
Spies .....	2 1-3	2 3-16	+2-3
Mexican Eagle ord. ....	2 3-16	2 15-32	+9-32
Mexican Eagle pf. ....	2 3-16	2 7-16	+4
Burmah .....	3 7-16	3 3-4	+1-16
Ural Caspian .....	2 5-16	2 9-16	+4

The one and only cause for this activity is the announcement by the First Lord of the Admiralty as to the extension of the use of oil-fuel in the navy, and the laying down of big battleships to be propelled by oil. There is a sea of gossip about the Admiralty's oil contracts. It is mentioned here as gossip only. It is said that the chief contract is with the Mexican Eagle Company, which in order to execute it will enter into alliance with the Shell Company. A whisper that the Eagle Oil Company has not got a bigger contract with the Government is enough to make the shares temporarily dull. All sorts of sinister connections are seen between oil interests and the troubles in Mexico. The quidnuncs tell us now that this party, now that, is being run by the Pearson or the Rockefeller interests against the Rockefeller or the Pearson.

In all this, all that is solid is that the naval departure will make a big new market for oil, at a time when news from the fields of production is all of old wells giving out, of unsuccessful new borings, and, as with the Spies Company, of troubles with water. So the bulls undoubtedly have something on which to build.

## The Brighter Feeling on London's Market

Not Much More Activity, Generally, But More Optimism, and Some Departments of Trading Show Considerable Gains

Special Correspondence of The Annalist

LONDON, July 30.—For the improved tone of business on our Stock Exchange an improvement in the political outlook is chiefly responsible. The Bucharest conference seems to point to an early peace; the Chinese southern party makes little progress; we look daily for some change of attitude toward Mexico on the part of President Wilson which will make for order there. So the air seems a little clearer, and dealers have been moved to put prices up, just in case the public should see its way to buy a little speculative stock. All that the prudent public, however, has yet seen its way to buy is a few investment bargains. Speculation is still as dead as a door nail. It is principally in the home railway market that this bargain hunting has been going on, and at the recent carry-over tenders found difficulty in getting stock to lend on, so much was being taken up by investors. What attracts attention to our home railways is a fresh series of announcements of excellent interior dividends. Even if allowance be made for the fact that the past half year compares with the time of the coal strike in 1912, booming trade has given the companies a remarkably good time. The Great Eastern only does badly, the result of the postponed cost of repairs after the great Norwich washout last August. Here are the dividend announcements made so far:

Company	Dividends.		Carry forward.	
	First half 1912.	First half 1913.	First half 1912.	First half 1913.
Hall & Barnsley .....	1	3	£24,000	£32,000
North Stafford .....	3 3/4	4	8,000	11,000
Great North of Scotland ..	1/2	1	not stated	
Midland .....	2 1/2	3 1/4	54,000	100,000
South Western .....	3	4	not stated	
Great Northern .....	3	3	not stated	
North Eastern .....	4 1/2	5 1/2	not stated	
Rhymney .....	7 1/2	8	3,000	6,000
Toff Vale .....	3	4	2,000	4,000
Great Eastern .....	1 1/4	3/4	not stated	
Lanes & Yorks .....	3 1/4	3 1/4	not stated	
South Eastern .....	1 1/4	1 1/2	19,000	15,000
London, Chcat & Dover .....	2 1/4	2 1/4	not stated	

The only market which is consistently weak is the Kaffir market; we are still in the throes of the labor crisis there. It is accepted as certain that if the full demands of labor have to be conceded, a number of mines will stop working which are run at present on the remains of ore bodies only because it is a ha'pennyworth cheaper to run them than to close down.

### NEW ISSUES

The persistent stream of new issues, especially colonial issues, is a worry to everybody. This is the recent record of such applications:

Stock.	Amount.	Subscribed.
Can. Nor. Pac. 4½% first term. guar. by British	£800,000	95 Fully
Columbia .....	510,000	95 Fully
Vancouver City, 4½% stock .....	1,000,000	97 22%
South Australia 4% stock .....	600,000	97 Fully
Winnipeg City 4½% stock .....	1,500,000	97 1/2 (Underwritten to-day.)
New South Wales 4% stock .....		

The moral of these figures is clear: The investor will not look at colonial issues of any type lower than the 4½ per cent. Besides these the Buenos Aires & Pacific is issuing £1,000,000 5 per cent. debentures. Everybody has taken the opportunity to say that now that the company's debenture capital of £15,000,000 exceeds its share capital by £2,750,000, it is high time for it to call a halt in fresh construction and to wait for the country to develop up to its lines. So the Directors' statement that they intend to postpone further capital expenditure has enabled the common stock to keep fairly firm. A quaint incident on the issue was that it was suddenly noticed that the 5 per cent. first preference stock at 101½ was standing 3½ points higher than the 5 per cent. debentures, which take precedence of it as to security.

### Holland Buys Her Meat

Several shops exclusively for the sale of Argentine beef have recently been opened in Amsterdam. The beef was not allowed to enter the country till after a careful Government investigation followed by Government consent. The Argentine meat sold in Amsterdam first passes through the city abattoir, where it is inspected and given the approval mark if found worthy. The retail prices range from 12 to 24 American cents a pound, according to the cut, which is about 30 per cent. less than the prices of Dutch beef. People of small means are the principal customers of these shops, but they are making special efforts to create a trade with the numerous pensions and restaurants of Amsterdam. This is the only foreign fresh meat sold in Amsterdam.

London  
Paris

## Foreign Correspondence

Berlin  
Amsterdam

THE stock markets at London, Paris and Berlin were cheerfully disposed last week but were not at all active except in a few particular kinds of stocks. Money became everywhere easier, and there were some evidences of brightening in general business and industry. International politics connected with the Balkan situation appeared to be settling down, except that Russia and Austria seem disposed to help Bulgaria as against Serbia and Greece, and Germany stands with France against this attitude of the big powers. Some bitterness of feeling shown in Russian newspapers against the French, whose financiers are charged with having helped Turkey to attack Bulgaria, a thing the Russians call traitorous to the friendship between France and Russia, causes some uneasiness in Paris. The situation between the United States and Mexico is also regarded as having grave possibilities. There was enough uncertainty left to keep the European markets from attempting any bullish activities.

### LONDON CHEERFULLY DULL

#### Slightly Anxious Over Mexico, But Generally Expectant of Improvement

By Cable to The Annalist

LONDON, August 8.—The stock markets are ending a week of greater confidence and firmness of prices, albeit there was a slight reaction as a natural preliminary to the fortnightly settlement. The critical relations between the United States and Mexico are a cause of anxiety here. Both Mexican and American stocks are affected. But actual hostilities are hardly expected. There is to be a conference here on Monday between the ex-President of the Mexican National Railways and a number of bankers and it is hoped that something which will elucidate the situation somewhat will come out of it.

The half-yearly statement of the Grand Trunk has given disappointment here, and its stocks went weak. Government securities have become firm on account of the cheapness of money. The New South Wales issue of a million and a half pounds at 97 was only 30 per cent. subscribed by the public.

Mining shares have remained steadily bright, which is inexplicable. Probably it is a demonstration by South African houses intended to restore confidence in them.

The market in American stocks but awaits the price that will be named in the offer by Union Pacific of its Southern Pacific certificates.

Foreign trade figures for July show that external commerce is still booming. There was an increase of three and one-half millions sterling in imports and of six and one-half millions in exports.

In the money market, discounts weakened to three and seven-eighths because of the arrival of the £3,000,000 gold from South Africa. Funds are fairly plentiful at 3 per cent. General feeling in the City is more cheerful with Balkan peace well assured, but there is, as yet, little increase in business.

### PARIS CONTINUES TO WAIT

#### A Rally on Tuesday, Mostly on Bear Covering, with Subsequent Dullness

By Cable to The Annalist

PARIS, Aug. 9.—The Bourse on Monday confirmed its good disposition of last week, hopefully awaiting the Bucharest conference, the result of which created a rise. On Tuesday the few surviving bears covered precipitously especially in rentes which have registered 88½ in the day-to-day speculative trading. Profit taking on Wednesday toned down the market, in which there appeared to be no participation by

investors, the same condition of affairs continuing on Thursday. Notwithstanding the publication of the Balkan peace treaty the quietness in trading continues, due especially, no doubt, to the Russo-Austrian proposal that they shall revise the treaty, and the possible annulment of certain stipulations in a way unfavorable to Greece, to which proposal France and Germany have objected.

Paris is maintaining its dignity but is somewhat hurt over the attitude of the St. Petersburg press, in which Russian jingoes are complaining of French disloyalty to the interests of a friendly nation, declaring that the money of French financiers helped Turkey in her renewed aggressiveness. The Bourse recognizes that again the interests of Russia and France are conflicting to a certain extent in the Balkan situation, but relies on the ability of high diplomats to smooth over the incident.

On Friday the market marked time. On Saturday it was quieter than ever and empty of feature at the start. Rentes settled down at 87.27. The American department was steady, Atchison improving ten points on cash purchases. News of the strike at American copper mines was favorably interpreted as favoring the exhaustion of stocks of copper. Rios made a brilliant rise, crossing 1900 and reaching 1945, with a close at 1935. Other copper shares gained in lesser degree. In spite of the possibility of Russian complications and the existence of strikes in Russian industries, the Russian department was active and strong.

The stocks of the Industrial Bank of Japan were dull. There was gossip of heavy losses in mining ventures. Mexican shares lost all of last week's manipulated gain. The possibility of a conflict between the United States and Mexico worries us. The manager of the Mexican National Bank, who has arrived in Paris, recommends discontinuing dividends pending developments. Present conditions in Mexico appear to be unpleasant enough. Your intervention might aggravate them.

The money market has been flat and idle. Private rates are unchanged. The Rothschilds, after a twelvemonth of idleness have taken three millions of Austrian pension bills, which is taken to signify their confidence that serious complications among the big powers are impossible.

The conditions of the distribution of Southern Pacific stock by the Union Pacific are being awaited here with great interest in financial circles. Paris participation will probably be of the scantiest kind. The collapse in aeroplane financing may drag to liquidation one of our banks, but the public has not lost much, as powerful private financiers made the riskiest advances. The Bourse has been little affected, therefore.

The whole week's trading has been scanty and nearly all professional, an evident attempt to attract the funds that have been held till the Balkan troubles should be settled.

### BERLIN'S CAUTIOUS CONFIDENCE

#### Financiers Talk Cheerfully, But Hours Pass Idly on the Boerse

By Cable to The Annalist

BERLIN, Aug. 9.—The week's trading on the Boerse ended with a weak closing and general, though unimportant, recessions. The six days had been almost featureless so far as any distinct movement was discernible. Until to-day the market had been unmistakably firm, but professionals and the public held back for some reason, and on several days even leading stocks would not have a single quotation until well into the afternoon.

Everybody appears convinced that the political situation gives no reason for any particular anxiety further, but the conviction hasn't led to

any market activity. To-day's weak closing was probably due to the complications that it appeared might be developing at Bucharest. On the whole, however, the market is evidently waiting for something definite to give it an impetus. And nothing has come, although reports from other markets are favorable. Even in Friday's healthfully firm market the reports of the decided betterment in prices of half-finished Belgian iron products and the generally favorable review by ironmongers of American conditions exerted no influence on our Boerse.

Canadian Pacific shares were among those most actively traded in and they became slightly stronger, but suffered at the close on account of the Hamburg-American Company's announcement of a cut in steamer rates. Baltimore & Ohio was also firm all week.

The situation in the money market is more favorable, although it still leaves much to be desired. The week began with a slight increase in the private discount rate to 4½, which rate was held all week with the exception of Thursday, when it went an eighth lower. Money by the day was fairly plentiful at 4½ and the Seehandlung lent freely at that rate for five days over the last of the month and until Sept. 25. Later it loaned till Sept. 25 at 4%. It is still to be observed, however, that the financial world is unwilling to tie up large sums generally for long terms, and while on the whole the keynote seems to be confidence, it is cautious confidence.

### THE ENGLISH LOANS HERE

#### They Were Regarded in London as Transactions "Special" and Extraordinary

Special Correspondence of The Annalist

LONDON, July 30.—The attitude of operators in the American market here toward the recent bullish activity in Wall Street is still one of antagonism. Fine crops seems to have been what your bulls have been chiefly talking about, and it is argued that the bulls cannot have it both ways; if crops are plenty, money will be scarce. Already we read in our New York cables of a reluctance on the part of Wall Street banks to finance bull speculation, with so much use for their funds elsewhere. Something seems to have been built on your side on the offer to you of English funds. But inquiry shows that these are isolated and special transactions by a lender with exceptional facilities for the swift exchange of credits. In a word, it is "bad" money. There is no very substantial surplus of funds here in excess of the requirements of our borrowers.

### OUR FOREIGN SECURITY HOLDERS

#### An Interesting Question Raised by the Dutch, Who Deal in Certificates

Special Correspondence of The Annalist

AMSTERDAM, July 29.—Our people are anxiously waiting to see the effect that the new tariff, which we hear will become effective about Sept. 1, will have on your trade and industry. It is understood that the present revision will probably result in a decrease of tariff revenues of about 8 per cent., which to some extent will have to be recovered from the new income tax. As to the income tax law, there is some concern here whether provision will be made to prevent foreign share and bond holders being treated as residents. This question is of great importance for us, because we are in the habit of dealing in American shares, for the greater part, in Dutch certificates issued by administration offices, which have had registered the original American certificates of shares in their name and deposited with a trustee and issued against these deposits their own Dutch certificates.

Should foreign holders be treated in the same manner as residents, the income from holdings of these administration offices, having more than \$4,000 income from American securities, would fall under the super-tax, and the tax to be paid by them would have to be deducted from the distribution they make on their own Dutch certificates. Inasmuch as, from what we learn, the tax will amount to about 3 per cent., it would mean that most holders of American shares in our country would lose 3 per cent. of their dividends and interest.



## "Big Business" at Outs In Germany

In the Land Where Trade Combinations Are Fostered, Two of the Biggest Have Fallen Asunder

*Special Correspondence of The Annalist*

BERLIN, July 29.—One of the most widely accepted economic views of the present day—namely, that business combinations are greatly facilitated by the elimination of the smaller producers and the rise of a few great ones in their places—seems to have been contradicted by the events of last week. On one day it became known that serious differences had arisen between the Hamburg-American and the North-German Lloyd Companies, and on the following day the long-continued negotiations for organizing a strong combination of bar steel producers were broken off as hopeless. Both events were looked upon as of prime importance; they affect some of Germany's largest business interests.

The disagreement between the two steamship companies, in particular, is engaging public attention to a remarkable degree. It is felt that here national interests are involved. All Germans are naturally proud of the two great navigation companies. That Germany has developed the two largest concerns of this kind in the world, and has done it within a comparatively short time, is relied upon as one of the most convincing evidences of the Fatherland's economic vigor. Hence every German feels that he has a patriotic interest at stake in the two big lines; and when they fall out he instinctively becomes excited over the prospect that Germany's economic position in the world may suffer.

Briefly stated, the trouble is that the Hamburg Line has been outstripping the Bremen one in growth, whereas the existing division of the emigrant traffic between them is based upon the relative position of the companies twenty-two years ago. At that time the former had a fleet of 165,000 tons, and the latter one of 196,000. On the other hand, the Hamburg-American's fleet at the end of last year was 1,306,000, while that of the Lloyd was only 889,000 tons. The two lines hold together an allotment of 70 per cent. in the emigrant traffic of the North-Atlantic Pool; and this is divided between them on the basis of 57 per cent. for the Lloyd and 43 per cent. for the Hamburg-American. The latter now demands 47 per cent. to 53 for the Lloyd. It bases its demand chiefly upon the increase of its tonnage, particularly upon the addition of the "Imperator" to its fleet, to be followed in due time by other such huge vessels. It selects the present time for acting because the North-Atlantic Pool will have to undergo a revision at the end of the year in view of the activity of the Canadian Pacific Railway in the shipping trade.

### PANAMA CANAL A CAUSE OF STRIFE

There are also wider aspects to the controversy. When the Hamburg Company retired eight years ago from its arrangement with the Lloyd, under which they jointly shared the bounty (\$1,430,000) granted by the Imperial Government for carrying the East Asiatic mails, it was agreed that the former should confine its operations in that part of the world to the freight business, leaving the passenger traffic to the Bremen line. The approaching opening of the Panama Canal, however, will change the whole basis of the shipping trade in East Asia. The Hamburg Company has already decided to establish a line between Asia and the Western Coast of the United States, and it is building steamers to be operated through the canal. It is therefore claiming a participation in the passenger traffic with East Asia; and in order to obtain this it will first be necessary to get rid of its contract with the Lloyd. How that is to be accomplished is not yet apparent, but it is intimated in press reports from Hamburg that an effort will be made from that port to have the Lloyd's subsidy abolished. This would necessitate a recasting of arrangements between the two lines.

An actual rate-war, if it should come to that, will hardly break out before next year, since existing arrangements hold good till the end of December. Meanwhile it is hoped that outside influences will be brought to bear in finding a basis for peace. Apparently it is expected that the Emperor, who takes a deep interest in both lines and has close personal relations with their Directors, will use his great influence toward that end. It has already been suggested that the matter be referred to arbitration; and, in fact, the Lloyd has even proposed this way out of the controversy. The Hamburg-American, however, has rejected this proposal. It feels, evidently, not only that it

has a very strong case, but that its financial position will enable it to establish its claims through a rate-war, if it must come to that. Its big financial reserves afford considerable support for this view.

### STEEL BAR TRADE "OPEN"

The break-down of the efforts to organize the steel bar trade had been expected for several weeks. It was felt that it would prove impossible to adjust quotas in such a way as to satisfy several big companies that have recently erected new mills, or are still building; and the result showed the correctness of this view. Here it was the predominant position of a few big companies that frustrated the efforts to organize. These are greatly enlarging their producing capacity in the region adjacent to the French border, and they put in huge allotment claims. The total production of steel bars, as provided for by the allotments under the Steel-works Association up to the Spring of 1912, was about 3,400,000 tons. At that time the association gave up all control over the bar trade; and some of the big companies proceeded to prepare for much greater production in that specialty. Thus the total allotments asked for in the proposed syndicate reached 5,000,000 tons. Some of the quotas demanded by individual mills were regarded as so extravagant that the other concerns refused to discuss them. Consequently the negotiations, after having been regarded very hopefully by the stock markets for several months, resulted in a failure. This means that the most important section of the German iron trade will continue to operate without any organization whatever.

This is certainly an interesting result, in view of the enormous importance attached to trade combinations in Germany. It has come to be a generally accepted axiom of German business men that every line of production must have its organization for restricting or eliminating competition, or for more directly fixing prices. Yet the most important line of production in the steel trade goes on from year to year under free competition. It is also a noteworthy fact that trade organizations in finished steel goods generally have been faring badly for some months. Several of them have fallen asunder, while others have been crippled almost to the point of "innocuous desuetude" through the rise of outside competition.

### FINANCIAL FELICITY IN HOLLAND

Amsterdam Remarks the Economic Pulchritude of the Existing Situation Here

*Special Correspondence of The Annalist*

AMSTERDAM, July 29.—The prettier tone in the American department of our stock market, that broke forth in the course of this week, has caused a feeling of relief to our people. It has been the first symptom of recovery in many weeks and indicates that confidence is returning, although the general tendency is not sufficiently optimistic to create a strong bull movement.

### BRITISH IRON TRADE

A Drop in Prices at Birmingham Is Regarded in England as Significant

*Special Correspondence of The Annalist*

LONDON, July 30.—The horizon is closely watched now for any signs of the expected falling off in the trade boom. The iron trade provides one. At a Birmingham meeting the marked-bar firms have made a reduction of 10s. a ton (to £9 10s.) in the price. Since January, 1912, the price had steadily risen from £8 to £10 a ton. Staffordshire pig has fallen about 10s. a ton, and consequent falls in other less barometric brands are expected. The fall in iron will come too late to have much influence in the shipbuilding yards, through the steel trade or otherwise. The latter are busy now with old contracts placed some time ago, for which raw materials have already been provided at the higher prices.

### Atavistic Progress

In connection with the issue of the prospectus of a company formed to run motor buses connecting provincial towns, The Standard very properly points out that "Experiments are about to be made under the guise of 'progress,' which will menace the comfort, financial position, and safety of all who dwell in rural districts. A national protest can alone save the highways and rural property from immediate disaster. The success of the motor omnibus in London is being exploited to suggest that the time is now ripe for the establishment of a network of motor omnibus services between the provincial cities and great centres of population. The roadways are to undergo this change without the safeguard of special acts of Parliament or the consent of the thousands who must inevitably suffer.—The Railway News, (London.)

## The Reorganization of Southern Iron

Amsterdam Bondholders, Who Have Already Lost Heavily, Resent the Stinging Terms of the New Arrangement

*Special Correspondence of The Annalist*

AMSTERDAM, July 29.—The reorganization plan of the Southern Iron and Steel Company is not regarded here as enjoyable Summer literature. As already stated, the 4-5 per cent. refunding bonds of that company are widely distributed among our investors. They were eagerly taken at the time of their introduction here as a value of fair safety. The floating of the common and preferred stock of the company on our Stock Exchange followed, and we do not exaggerate in saying that nearly the entire capital stock of the company was gradually transferred to Holland.

It is needless to recount the bitter disappointment our speculators experienced in these stocks. It has been a hard lesson to them for their carelessness in purchasing in good faith American stocks without discrimination. After the catastrophe of the company it was speedily realized that in a reorganization the stock might be practically valueless; but still the hope was entertained that the bonds, as an investment security, should prove to be worth their price to a certain extent. Is it to be wondered that the plan as it now has been published has come as a blow to that hope?

### SMALL THINGS FOR DISSENTERS

Holders of these bonds who do not assent to the plan receive back the 10 per cent. cash paid in the beginning of this year, and get in addition 12½ per cent. in common stock of the reorganized company, the Standard Steel Company; consequently, for each \$1,000 of bonds they receive \$125 out of a nominal capital of \$7,500,000 of common stock, preceded by \$5,000,000 6 per cent. non-cumulative second preferred stock and \$3,000,000 7 per cent. cumulative first preferred stock.

According to the statement made by the Reorganization Committee, the net earnings for the first five months of 1913 of the Standard Steel Company amounted to \$141,378. Taking this as a fair basis of the present earning capacity of the company and assuming that nothing has to be deducted for depreciation, &c., the earnings for the whole year would amount to about \$350,000, or equal to 2½ per cent. on the second preferred stock after payment of the full 7 per cent. dividend on the first preferred stock. Under these circumstances the common shares have only a nominal value, perhaps a few points as a premium on the future, and inasmuch as the non-participating holders of the refunding bonds receive 12½ per cent. in this stock, the value of their former investment is almost entirely wiped out. Even by assenting to the plan and contributing the fresh money required by the committee, the terms of the plan are for the holders of the refunding bonds far from attractive.

### NOT MUCH MORE FOR THE TRUSTFUL

According to the terms of the plan such holders have to pay \$162.50 cash on each \$1,000 of bonds they have, against which they receive \$162.50 in 7 per cent. cumulative first preferred stock, \$500 in 6 per cent. non-cumulative second preferred stock, and \$287.50 of common stock. What, under present market conditions, is the value of a 7 per cent. first preferred stock the dividend of which is earned 1½ times? We do not think that we are estimating too low in placing the value of such stock at 70 at the highest.

The non-cumulative second preferred stock, on which 2½ per cent. is now earned, with chance of more in case the company's business prospers in the future, may certainly not be valued at present above 30. The common stock has a nominal value, say 5. On this basis, holders of bonds who pay the \$162.50 receive against this payment securities whose value may be estimated to be worth:

\$162.50 first preferred shares at 70.....	\$113.75
500.00 second preferred shares at 30.....	150.00
287.50 common shares at 5.....	14.37

Total .....\$278.12  
or \$115.62 above the assessment of \$162.50, as counter value for each \$1,000 in refunding bonds deposited under the plan. Consequently, holders who assent, receive securities which represent a value up to about 11½ per cent. of the nominal value of their bonds. Needless to say that the plan is not considered as fair treatment of their interests, yet it will probably be accepted by the majority of the holders, because, after the many disappointments which they have already experienced in the course of this reorganization, they are in doubt what will happen to them if they do not adhere to the plan.

## Barometrics

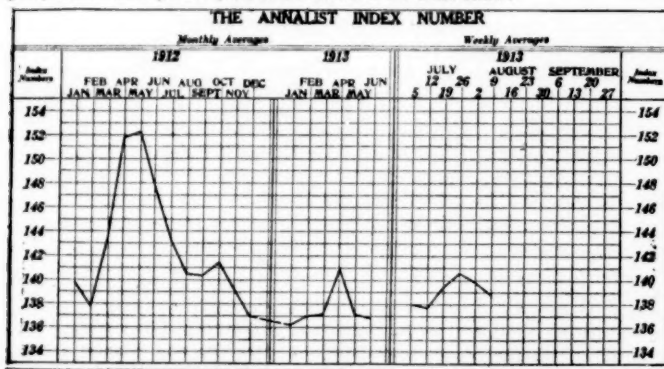
DECLINING activity was apparent in all the monthly statistics published last week, with the exceptions of the demand for freight cars, which was greater because of the crop movement, and the increased production and consumption of copper. Pig iron production fell off considerably, as did the daily tonnage capacity. Unfilled orders of the United States Steel Corporation dropped more than 400,000 tons—a loss of over 900,000 tons in two months. Stagnation in building operations and the real estate markets are indicated by a drop of nearly 20 per cent. in the amount of building permits issued in 117 cities. The Annalist Index Number again declined a point. Bank clearings were smaller than in either the previous week or the corresponding week of last year. Commercial money rates remain very high. Gross railroad earnings continue to gain over last year. Commercial failures again increased, both here and in Canada. Reserves of New York City banks and trust companies were slightly less than in the preceding week.

### THE ANNALIST INDEX NUMBER

An index number is a means of showing fluctuations in the average price of a group of commodities. The Annalist Index Number shows the fluctuations in the average wholesale price of twenty-five food commodities selected and arranged to represent a theoretical family's food budget. It is a consumer's Index Number, more sensitive than the Government's Index Number, or any other.

Commodity.	Av. Price for the Ten Yrs. 1890-99. (The Base.)	Last Week's Mean Price. (Per Cent.)	Relation to the 1890-9 Base Price. (Per Cent.)
Steers .....	\$5.3203	\$8.50	159.7
Hogs .....	4.4123	8.825	200.0
Sheep .....	4.4081	4.925	111.2
Beef, fresh .....	.0771	.1275	165.3
Mutton, dressed .....	.0754	.0975	129.3
Beef, salt .....	8.0106	18.25	227.6
Pork, salt .....	11.6332	23.625	203.0
Bacon .....	.0675	.134375	199.0
Codfish, salt .....	5.7530	8.00	139.0
Lard .....	.0654	.1165	178.1
Potatoes .....	.4991	.775	155.2
Beans .....	1.6089	2.445	146.4
Flour, rye .....	3.3171	3.6125	108.9
Flour, wheat, Spring .....	4.2972	4.675	108.7
Flour, wheat, Winter .....	3.8450	4.075	105.9
Cornmeal .....	1.0169	1.375	135.2
Rice .....	.6561	.060875	101.3
Oats .....	.2688	.4229	157.3
Apples, evaporated .....	.0847	.075	88.5
Prunes .....	.0774	.06875	88.8
Butter, creamery .....	.2242	.29875	133.2
Butter, dairy .....	.2024	.25625	126.6
Cheese .....	.0887	.13875	140.5
Coffee .....	.1313	.0925	70.4
Sugar, granulated .....	.04727	.047	99.8

Index Number, the average relative price of 25 commodities, 138.7. The Annalist Index Number started in 1890 at 113.4, fell to 79.9 in 1896, and was 142.9 for the year 1912. Its course during 1912 by months, its tendency since the first of this year, and its exact present position are shown in the chart below:



### GAUGES OF PRODUCTIVE ACTIVITY

	Copper and Iron Produced		Calendar Year	
	1913. July	1912. July	1912. July	1911. July
Tons of pig iron.....	2,560,646	2,410,889	29,353,490	23,316,711
Pounds of Copper.....	138,074,602	137,161,129	1,581,920,287	1,431,938,338

	American Copper Consumed		Calendar Year	
	1913. July	1912. July	1912. July	1911. July
At home, lbs.....	58,904,192	71,094,381	819,665,948	709,611,605
Exported, lbs.....	78,480,071	60,121,331	746,396,452	754,902,233
Total lbs.....	137,384,263	131,215,712	1,566,062,400	1,464,513,838

	Cotton Movement and Consumption		(N. Y. Cotton Exchange Official Report.)	
	Past Week.	Same Week in 1912.	Sept. 1 to Latest Date—This Year.	Last Year.
Cotton, "into sight," bales..	22,447	18,717	13,576,240	15,839,851
American mill takings.....	26,582	22,097	5,223,354	5,483,628
World's takings* .....	179,268	160,681	13,772,429	15,222,716

\*Of cotton grown in America.

	Rate of Productive Activity		End of June.	
	1913. July.	1912. July.	1913. July.	1912. July.
Daily pig iron capacity, tons..	81,657	78,653	88,020	81,411
U. S. Steel's orders, tons.....	5,399,316	5,957,079	5,807,317	5,807,685

	Building Permits		July, 117 Cities.	
	1913. July.	1912. July.	1913. July.	1912. July.
	\$61,811,433	\$76,639,771	\$77,085,083	\$89,585,794

### FINANCE

	Past Week.	Week before.	Year to date.	Same period in 1912.
Sales of stocks, shares..	1,387,110	1,339,699	52,812,987	79,637,105
Aver. price of 50 stocks..	High 70.42	High 70.24	High 79.10	High 83.76
	Low 69.19	Low 68.83	Low 63.09	Low 75.24
Sales of bonds .....	\$7,949,000	\$8,146,500	\$327,077,300	\$472,499,000
Average net yield of ten savings bank bonds..	4.295%	4.295%	4.24%	4.10%
New security issues .....	\$14,975,000	\$13,698,600	\$1,234,020,887	\$1,446,968,470
Refunding .....			251,711,000	129,496,550
†Mean yield this year to date.			*Average yield for 1912.	

### MEASURES OF BUSINESS ACTIVITY

	Bank Clearings		Percentage figures show gains or losses in comparison with a year before.	
	The past week. P.C.	The week before. P.C.	The year to date. P.C.	
1913 .....	\$2,803,707,440 — 2.5	\$2,961,441,051 — 2.9	\$104,116,266,738 — 0.5	
1912 .....	2,865,988,087 — 2.3	3,050,214,787 + 2.1	104,592,739,357 + 6.3	
1911 .....	2,934,789,595 + 15.1	2,988,552,570 + 7.6	98,363,747,480 — 0.7	
1910 .....	2,548,672,661 — 21.8	2,775,301,633 + 1.2	99,006,930,856 + 1.0	
1909 .....	3,259,946,061 + 28.2	2,742,035,638 + 22.8	98,006,354,184 + 28.2	
1908 .....	2,538,812,410 — 3.6	2,241,950,070 — 16.0	76,457,260,229 — 18.2	
1907 .....	2,632,924,368 + 2.1	2,666,889,837 — 5.2	93,420,897,962 — 3.0	

	Aug. 1, 1913.	July 15, 1913.	June 30, 1913.	Nov. 7, 1912.	Aug. 1, 1911.	Aug. 3, 1910.	Aug. 5, 1909.
All freight cars.....	58,455	69,405	63,704	*51,169	56,510	128,088	105,564
*Net shortage of cars. †Date of busiest use of cars in the year.							207,004

	Gross Rail Earnings		†All June.	
	*Fourth Week In July.	†Third Week In July.	†All June.	†All May.
This year.....	\$12,692,338	\$9,457,073	\$121,804,981	\$56,259,465
Same last year.....	11,897,106	8,865,803	114,135,112	50,768,776
Gain or loss.....	+ \$795,232	+ \$588,270	+ \$7,669,869	+ \$5,490,689
	+ 6.7%	+ 6.6%	+ 6.7%	+ 10.8%

\*27 roads. †30 roads. ‡40 roads. §46 roads.

### THE CREDIT POSITION

	Cost of Money					
	Last Week.	Previous Week.	Since Jan. 1.		—Same Week—	
			High.	Low.	1912.	1911.
Call loans in New York.	2 @ 2½	2 @ 2½	7	1	2½ @ 3	2 @ 2½
Commercial discounts:						
New York .....	6 @ 6½	6 @ 6½	6½	4	5 @ 5½	3½ @ 4½
Chicago .....	7 @ 7½	7 @ 7½	7½	4½	6 @ 6½	5½
Philadelphia .....	6 @ 6½	6 @ 6½	6½	4½	4½ @ 5½	3½ @ 4½
Boston .....	6 @ 6½	6½ @ 6½	6½	4½	5 @ 5½	4 @ 4½
Kansas City .....	8	8	8	8	8	8
Minneapolis .....	6 @ 7	6 @ 7	7	6	6	6
New Orleans.....	7 @ 8	7 @ 8	8	6	6 @ 8	6 @ 8

	New York Banking Position		(Both Banks and Trust Companies, Average Figures.)	
	Loans.	Deposits.	Cash.	Reserve.
Last week .....	\$1,917,796,000	\$1,778,313,000	\$429,544,000	24.15%
Week before .....	1,918,290,000	1,782,283,000	433,363,000	24.31%
Same week, 1912.....	2,040,071,000	1,907,798,000	450,650,000	23.62%
This year's high.....	1,999,530,000	1,855,320,000	443,700,000	25.12%
on week ended.....	Feb. 8.	Feb. 8.	June 28.	June 21.
This year's low.....	1,858,698,000	1,697,891,000	392,750,000	23.13%
on week ended.....	Jan. 4.	Jan. 4.	Jan. 4.	Jan. 4.

	Reserves of All National Banks		Loans and discounts, cash, and the ratio of cash to loans of all the national banks of the country at the time of the Controller's call have been (in round millions):	
	June 4, 1913.	Apr. 4, 1913.	Feb. 4, 1913.	June 4, 1912.
Loans & discounts.....	\$6,143	\$6,178	\$6,125	\$5,954
Cash .....	915	888	933	895
P.c. of cash to loans. 14.9	14.4	15.2	15.9	15.1

	June 4, 1913.	Apr. 4, 1913.	Feb. 4, 1913.	June 4, 1912.	June 23, 1912.	July 15, 1912.	May 20, 1912.	1911.	1909.	1907.
Loans & discounts.....	\$6,143	\$6,178	\$6,125	\$5,954	\$5,611	\$5,430	\$5,036	\$4,616	\$4,631	
Cash .....	915	888	933	895	821	886	849	691		
P.c. of cash to loans. 14.9	14.4	14.4	15.2	15.9	15.1	17.6	18.4	14.9		

	A Week's Commercial Failures		Week Ended	
	Week Ended Aug. 7.	Week Ended July 31.	Week Ended Aug. 8, '12.	
	To-tal.	Over \$5,000.	To-tal.	Over \$5,000.
East .....	102	40	104	43
South .....	61	22	78	18
West .....	57	21	50	21
Pacific .....	45	19	24	10
United States .....	265	102	256	92
Canada .....	31	11	30	12

	Failures by Months		1913.	
	July.	June.	July.	June.
Number .....	1,169	1,145	1,230	1,006
Liabilities .....	\$20,325,705	\$20,767,625	\$16,098,460	\$12,847,711
	Seven Months.		1913.	
	1913.	1912.	1913.	1912.
Number .....	9,332	9,547		
Liabilities .....	\$153,234,966	\$123,361,432		

	OUR FOREIGN TRADE		Year 1912-13.	
	Exports	Imports	Exports	Imports
Exports .....	\$2,204,322,409	\$2,465,761,910	\$2,204,322,409	\$2,465,761,910
Imports .....	\$1,812,621,160	\$1,812,621,160	\$1,812,621,160	\$1,812,621,160
Balance .....	\$653,140,750	\$653,140,750	\$653,140,750	\$653,140,750

	Imports and Exports at New York		1913.	
	Exports	Imports	Exports	Imports
Latest week .....	\$16,343,572	\$14,651,472	\$19,342,706	\$18,294,445
Year to date.....	\$552,131,698	\$493,725,711	\$567,211,222	\$576,978,756

	WEEK'S PRICES OF BASIC COMMODITIES		Range since Jan. 1.	
	Current Price.	High.	Low.	Mean Price of other years.
Cement: Portland, dom.: per 400-lb. bbl.	\$1.58	\$1.58	\$1.58	\$1.315
Copper: Lake, per pound.....	.15375	.1775	.1450	.1597
Cotton: Spot, middling upland, per lb..	.1200	.1340	.1170	.1255
Hemlock: Base price per 1,000 feet.....	24.50	24.50	23.00	21.65
Hides: Packer No. 1, Native, per pound..	.1875	.19	.1650	.1775
Petroleum: Crude, per bbl.....	2.50	2.50	2.00	2.25
Pig iron: Bessemer, at Pitts., per ton.....	16.40	18.15	16.40	17.275
Rubber: Up-river, fine, per pound.....	.80	1.08	.78	.93
Silk: Raw, Italian, classical, per pound..	4.45	4.45	3.90	4.175
Steel billets, at Pittsburgh, per ton.....	27.00	28.50	26.50	27.50
Wool: Ohio X, per pound.....	.28	.30	.26	.28



# Money and Finance

THE impression appears to be general that money rates are easing over the country. In New York time money rates declined a bit, but commercial discounts were apparently a trifle stiffer, the lowest rates for the prime paper being 6 per cent., as on the week before, but the range being higher for the less desirable notes. This may come from the freer offering of commercial paper and its freer acceptance by the banks, which often quote under such circumstances a little higher rate in the range and take paper that they would before have nothing to do with. At the end of the week the city banking institutions were increasing loans, deposits and cash, the banks, by large cash gains, offsetting losses by the trust companies. Owing to increases in deposits, surplus of reserves decreased.

## Clearing House Institutions

Actual Condition Saturday Morning, Aug. 9			
	Banks.	Trust Cos.	All Members.
Loans .....	\$1,357,011,000	\$567,865,000	\$1,924,876,000
Deposits .....	1,370,390,000	414,959,000	1,785,349,000
Cash .....	367,828,000	62,697,000	430,525,000
Reserve .....	26.84%	15.10%	24.11%
Surplus .....	25,230,500	453,150	25,683,650
Circulation .....	46,630,000		46,630,000

Changes from Previous Week			
Loans .....	+\$2,663,000	+\$2,977,000	+\$5,640,000
Deposits .....	+ 8,329,000	— 2,672,000	+ 5,657,000
Cash .....	+ 4,489,000	— 3,332,000	+ 1,157,000
Reserve .....	+ 0.23%	— 0.71%	— 0.01%
Surplus .....	+ 2,406,750	— 2,931,200	— 524,450
Circulation .....	— 326,000		— 326,000

Daily Average Condition During Week			
Loans .....	\$1,353,452,000	\$564,344,000	\$1,917,796,000
Deposits .....	1,363,697,000	414,616,000	1,778,313,000
Cash .....	365,298,000	64,246,000	429,544,000
Reserve .....	26.71%	15.49%	24.15%
Surplus .....	24,373,750	2,053,600	26,427,350
Circulation .....	46,716,000		46,716,000

Changes from Previous Week			
Loans .....	—\$1,506,000	+\$1,012,000	— \$494,000
Deposits .....	— 6,200,000	+ 2,230,000	— 3,970,000
Cash .....	— 5,042,000	+ 1,223,000	— 3,819,000
Reserve .....	— 0.32%	+ 0.21%	— 0.16%
Surplus .....	— 3,492,000	+ 888,500	— 2,603,500
Circulation .....	— 87,000		— 87,000

Loans, Deposits, and Cash Compared  
Taking the Clearing House banks alone, because the trust companies have no Clearing House record back of 1911, the items, loans, deposits, and cash compare with corresponding weeks of other years thus:

	Loans.	Deposits.	Cash.
1913 .....	\$1,353,452,000	\$1,363,697,000	\$365,298,000
1912 .....	1,391,201,000	1,430,334,000	376,128,000
1911 .....	1,373,064,000	1,409,758,000	372,199,000
1910 .....	1,223,305,300	1,256,741,300	367,445,200
1909 .....	1,360,731,900	1,424,659,900	379,495,200
1908 .....	1,275,621,600	1,368,516,500	401,353,400
1907 .....	1,110,453,300	1,076,904,600	276,986,700
1906 .....	1,072,468,300	1,062,904,300	273,997,600

## BANK CLEARINGS

For the week ended Saturday noon. Reported by Telegraph to THE ANNALIST

	—Thirty-second Week.—		—Thirty-two Weeks.—		Year's Change.
	1913.	1912.	1913.	1912.	P. C.
Central reserve cities:					
New York .....	\$1,493,613,783	\$1,576,877,801	\$59,196,948,989	\$60,604,512,856	— 2.3
Chicago .....	287,796,669	280,703,846	9,883,188,163	9,253,831,981	+ 6.7
St. Louis .....	70,333,905	67,771,887	2,494,383,948	2,407,015,431	+ 3.6
Total 3 c.r.cities.	\$1,851,744,057	\$1,925,353,534	\$71,574,521,100	\$72,270,360,268	— 1.0
Reserve cities:					
Baltimore .....	\$34,426,920	\$33,836,033	\$1,237,085,056	\$1,167,016,588	+ 6.0
Boston .....	123,268,165	144,791,208	5,108,575,636	5,576,392,342	— 8.4
Cincinnati .....	22,292,050	27,738,700	820,751,950	841,215,850	— 2.4
Cleveland .....	21,211,771	19,065,006	784,416,719	677,313,582	+15.8
Denver .....	10,674,326	9,386,592	290,370,848	289,395,888	+0.3
Detroit .....	33,122,239	27,500,000	800,250,256	672,260,616	+19.0
Kan. City, Mo. ....	56,801,971	48,720,161	1,889,938,777	1,564,278,529	+8.0
Los Angeles .....	20,351,764	19,431,433	767,962,070	687,785,300	+11.7
Louisville .....	12,004,282	12,066,942	453,020,548	455,980,450	— 0.7
Minneapolis .....	20,155,978	18,000,000	696,597,646	655,628,577	+6.2
New Orleans .....	14,062,170	16,829,298	573,380,403	620,667,475	— 7.6
Omaha .....	18,707,961	15,799,607	540,587,387	504,303,775	+ 7.2
Philadelphia .....	143,647,059	139,955,482	5,296,606,031	4,890,182,173	+ 7.5
Pittsburgh .....	50,596,845	50,460,139	1,853,486,822	1,676,847,271	+10.5
St. Paul .....	9,057,322	9,217,105	310,036,093	332,065,454	— 6.7
San Francisco .....	40,266,982	49,223,775	1,542,327,938	1,542,368,089	+ .06
Seattle .....	11,798,964	11,796,841	387,560,025	351,876,171	+10.1
Total 17 reserve cities .....	\$653,418,449	\$653,454,073	\$23,022,943,405	\$22,514,607,130	+ 2.3
Grand total .....	\$2,505,162,506	\$2,578,807,607	\$94,597,464,505	\$94,784,967,398	— 0.2

RECAPITULATION  
The thirty-second week of this year compares with the thirty-second week of last year as follows:

Three central reserve cities .....	Decrease	\$73,669,477	or 3.9%
Seventeen reserve cities .....	Decrease	35,624	or .004%
Total twenty cities, representing 90% of all reported clearings .....	Decrease	73,645,101	or 2.9%

The elapsed thirty-two weeks of this year compare with the corresponding thirty-two weeks of last year as follows:

Three central reserve cities .....	Decrease	\$205,839,108	or 1.0%
Seventeen reserve cities .....	Increase	508,336,265	or 2.3%
Total twenty cities, representing 90% of all reported clearings .....	Decrease	185,502,893	or 0.2%

## MEMBERS OF CLEARING HOUSE ASSOCIATION

### NATIONAL AND STATE BANKS—Average Figures

	Capital and Profits.	Loans and Discounts.	Legal Net Deposits.	Legals and Reserves.	P. C.
Bank of N. A., N. B. A. ....	\$6,280,100	\$20,129,000	\$17,778,000	\$4,766,000	26.8
Bank of Manh. Co. ....	6,806,800	30,000,000	33,550,000	8,748,000	26.1
Mechanics' National Bank. ....	4,178,300	20,233,000	19,837,000	4,816,000	21.3
Merch. & Metals Nat. Bank. ....	14,873,700	57,411,000	55,308,000	14,960,000	23.9
Bank of America .....	7,038,100	23,679,000	23,679,000	6,087,000	26.5
National City Bank .....	55,516,100	188,105,000	189,484,000	57,513,000	30.4
Chemical National Bank .....	10,410,400	29,429,000	26,048,000	6,721,000	25.0
Merch. Exch. Nat. Bank .....	1,120,800	6,442,000	6,300,000	1,575,000	25.0
Nat. B. & Drovers' Bank .....	427,200	1,942,000	1,735,000	451,000	26.0
Greenwich Bank .....	1,547,200	8,690,000	9,707,000	2,445,000	24.2
Am. Exch. Nat. Bank .....	9,526,400	43,407,000	42,085,000	11,400,000	27.8
Nat. Bank of Commerce .....	41,526,400	134,016,000	112,106,000	30,067,000	27.3
Pacific Bank .....	1,475,400	4,686,000	4,426,000	1,197,000	27.0
Chat. & Phe. Nat. Bank .....	3,592,500	18,479,000	18,526,000	4,750,000	25.6
People's Bank .....	675,500	2,112,000	2,249,000	807,000	22.5
Hanover National Bank .....	17,536,600	71,043,000	78,009,000	20,165,000	26.2
Citizens' Cent. Nat. Bank .....	4,844,800	22,348,000	20,584,000	5,388,000	25.7
National Nassau Bank .....	1,466,900	10,731,000	11,722,000	2,921,000	24.9
Market & Fulton Nat. Bank .....	2,925,200	9,014,000	8,726,000	6,175,000	24.9
Metropolitan Bank .....	3,817,200	13,351,000	13,076,000	3,597,000	25.7
Corn Exchange Bank .....	8,908,000	52,600,000	62,067,000	15,727,000	23.3
Imp. & Traders' Nat. Bank .....	9,400,900	26,651,000	21,117,000	6,205,000	23.7
Nat. Park Bank .....	19,134,600	80,965,000	88,563,000	22,506,000	25.4
East River Nat. Bank .....	317,200	1,418,000	1,526,000	387,000	25.4
Fourth National Bank .....	10,948,100	28,975,000	29,655,000	7,524,000	25.9
Second National Bank .....	3,701,500	13,067,000	12,395,000	3,063,000	24.7
First National Bank .....	32,020,200	108,589,000	99,594,000	26,387,000	28.5
Irving National Bank .....	7,299,800	36,190,000	36,397,000	9,214,000	25.3
Bowery Bank .....	1,025,400	3,222,000	3,297,000	819,000	24.8
N. Y. Co. National Bank .....	2,512,700	8,415,000	8,548,000	1,992,000	23.9
German-American Bank .....	1,433,900	4,002,000	3,815,000	1,067,000	23.5
Chase National Bank .....	15,263,500	92,001,000	104,830,000	30,120,000	28.2
Fifth Avenue Bank .....	2,373,200	12,748,000	14,480,000	3,804,000	26.3
German Exchange Bank .....	1,015,500	3,626,000	3,406,000	856,000	25.1
Germania Bank .....	1,234,800	5,010,000	5,786,000	1,499,000	25.9
Lincoln National Bank .....	2,742,100	15,089,000	15,514,000	3,850,000	25.1
Garfield National Bank .....	2,293,100	9,224,000	9,377,000	2,351,000	25.1
Fifth National Bank .....	746,100	3,973,000	4,126,000	1,133,000	24.7
Bank of the Metropolis .....	3,211,000	12,006,000	11,530,000	2,848,000	27.5
West Side Bank .....	1,042,100	3,882,000	4,428,000	1,117,000	25.2
Seaboard National Bank .....	3,439,100	23,598,000	27,908,000	7,618,000	27.3
Liberty National Bank .....	3,745,500	24,117,000	29,578,000	6,757,000	25.4
N. Y. Produce Exch. Bank .....	1,860,300	8,852,000	10,409,000	2,686,000	25.8
State Bank .....	1,587,700	18,472,000	23,612,000	5,788,000	24.5
Security Bank .....	1,423,400	12,205,000	14,417,000	3,445,000	23.9
Coal & Iron Nat. Bank .....	1,543,700	6,582,000	6,692,000	1,769,000	26.3
Union Exch. Nat. Bank .....	1,994,100	8,974,000	8,849,000	2,227,000	25.2
Nassau Nat. Bank, B'klyn. ....	1,153,700	7,080,000	5,688,000	1,450,000	25.6

All banks, average .....

Actual total, Sat. A. M. ....

### TRUST COMPANIES—Average Figures

	Capital and Profits.	Loans and Discounts.	Legal Net Deposits.	Legals and Reserves.	Recognized Deposits.
Brooklyn Trust Co. ....	\$5,071,500	\$23,963,000	\$18,821,000	\$2,550,000	\$2,232,000
Bankers Trust Co. ....	24,874,300	121,023,000	96,880,000	14,544,000	11,709,000
U. S. Mort. & Trust Co. ....	6,455,200	36,296,000	29,900,000	4,491,000	4,731,000
Astor Trust Co. ....	2,458,400	18,410,000	12,614,000	1,822,000	2,330,000
Title Guar. & Trust Co. ....	16,353,100	32,312,000	19,081,000	2,985,000	4,749,000
Guaranty Trust Co. ....	33,863,500	150,499,000	102,768,000	16,805,000	20,170,000
Fidelity Trust Co. ....	2,324,000	7,304,000	5,577,000	857,000	800,000
Law, Title In. & Trust Co. ....	9,776,200	16,656,000	10,828,000	1,691,000	1,365,000
Colum. Knick. Trust Co. ....	9,165,400	46,327,000	37,036,000	5,639,000	4,298,000
People's Trust Co. ....	2,529,500	15,320,000	14,042,000	2,124,000	2,051,000
New York Trust Co. ....	14,939,200	43,147,000	28,985,000	4,414,000	3,872,000
Franklin Trust Co. ....	2,180,500	9,279,000	7,457,000	1,132,000	952,000
Lincoln Trust Co. ....	1,512,100	9,740,000	8,354,000	1,264,000	902,000
Metropolitan Trust Co. ....	8,114,000	21,356,000	11,097,000	2,021,000	2,201,000
Bradway Trust Co. ....	1,556,300	11,212,000	10,567,000	1,593,000	1,699,000

Total average .....

Actual total, Sat. A. M. ....

## MONEY AND EXCHANGE

Money rates at New York during the week were as follows: On call, 2@2½ per cent, renewal rate 2½; 60 days, 3¼@3½ per cent; 90 days, 4¼@4½ per cent; six months, 5¼@5½ per cent. Sterling exchange ranged from \$4.8660@4.8675 for demand, \$4.8287@4.8315 for 60 days, and \$4.8675@4.87 for cables. Exchange on New York at domestic centres ruled thus:

	Boston.	Chicago.	St. Louis.	San Francisco.
Aug. 4 .....	par	par	10c discount	50c premium
Aug. 5 .....	par	5c discount	15c discount	50c premium
Aug. 6 .....	par	10c discount	20c discount	50c premium
Aug. 7 .....	par	10c discount	20c discount	50c premium
Aug. 8 .....	par	20c discount	20c discount	40c premium

## EUROPEAN BANKS LAST WEEK

BANK OF ENGLAND			
	1913.	1912.	1911.
Bullion .....	£39,023,434	£39,691,831	£39,674,923
Reserve .....	27,507,000	23,154,041	27,661,177
Notes reserved .....	26,024,000	26,801,880	26,558,745
Reserve to liabilities .....	55%	48%	54%
Circulation .....	29,956,000	29,987,790	30,463,745
Public deposits .....	9,349,000	16,816,359	7,651,734
Other deposits .....	39,831,000	40,850,814	43,469,888
Government securities .....	12,755,539	13,982,472	14,967,286
Other securities .....	26,988,000	33,613,567	26,527,020

# The Stock Market

THE stock market here has continued its upward movement. The week has netted a gain all around, average a point. This has been in the face of a serious situation in the corn States and an official Government report by which the crop is indicated to be nearly half a million bushels short of that of 1912. The report caused a slight reaction, only. Railroad stocks were just a bit more buoyant than industrial. The activity was fair.

## STOCK MARKET AVERAGES

The average quotations of twenty-five leading railroad and twenty-five industrial issues and of the two groups of stocks combined:

RAILROADS					
	High.	Low.	Mean.	Last.	Changes.
Saturday, Aug. 2.....	81.06	80.90	80.98	81.01	— .04
Monday, Aug. 4.....	81.54	81.03	81.28	81.47	+ .46
Tuesday, Aug. 5.....	82.41	81.69	82.09	81.78	+ .31
Wednesday, Aug. 6.....	82.49	81.93	82.21	82.01	+ .23
Thursday, Aug. 7.....	82.58	82.14	82.36	82.40	+ .39
Friday, Aug. 8.....	82.46	82.88	82.17	82.12	— .28
Saturday, Aug. 9.....	82.31	82.02	82.16	82.02	— .10
INDUSTRIALS					
Saturday, Aug. 2.....	56.96	56.77	56.86	56.95	— .06
Monday, Aug. 4.....	57.79	57.36	57.57	57.66	+ .71
Tuesday, Aug. 5.....	58.44	57.92	58.18	58.03	+ .37
Wednesday, Aug. 6.....	58.36	57.86	58.11	58.00	— .03
Thursday, Aug. 7.....	57.95	57.53	57.79	57.77	— .23
Friday, Aug. 8.....	58.36	57.82	58.09	58.16	+ .39
Saturday, Aug. 9.....	58.04	57.92	57.98	57.82	— .34
COMBINED AVERAGE					
Saturday, Aug. 2.....	69.01	68.83	68.92	68.98	— .05
Monday, Aug. 4.....	69.66	69.19	69.42	69.56	+ .58
Tuesday, Aug. 5.....	70.42	69.80	70.13	69.91	+ .35
Wednesday, Aug. 6.....	70.42	69.89	70.16	70.00	+ .09
Thursday, Aug. 7.....	70.26	69.83	70.07	70.08	+ .08
Friday, Aug. 8.....	70.41	69.80	70.13	70.14	+ .06
Saturday, Aug. 9.....	70.17	69.97	70.07	69.92	— .22
THIS YEAR'S RANGE TO DATE					
Open.	— High. —	— Low. —		Last.	
Railroads .....	90.68	91.41 Jan. 9	75.92 June 10	82.02	
Industrials .....	66.76	67.08 Jan. 2	50.27 June 10	57.82	
Combined average.....	78.72	79.10 Jan. 9	63.09 June 10	69.92	
YEAR'S RANGE IN 1912					
— Open. —	— High. —	— Low. —	— Last. —		
Railroads .....	91.43 Jan. 2	97.28 Oct. 4	88.39 Dec. 16	90.27 Dec. 31	
Industrials .....	64.00 Jan. 2	74.50 Sep. 30	61.74 Feb. 1	66.13 Dec. 31	
Combined aver.....	77.51 Jan. 2	85.82 Sep. 30	75.24 Feb. 1	78.10 Dec. 31	
YEAR'S RANGE IN 1911					
— Open. —	— High. —	— Low. —	— Last. —		
Railroads .....	91.79 Jan. 3	99.61 June 26	84.40 Sep. 28	91.37 Dec. 30	
Industrials .....	62.05 Jan. 3	60.76 June 5	54.75 Sep. 25	63.83 Dec. 30	
Combined aver.....	77.37 Jan. 3	84.41 June 26	69.57 Sep. 25	77.00 Dec. 30	

## RECORD OF TRANSACTIONS

Week Ended Aug. 9, 1913

STOCKS (Shares.)			
	1913.	1912.	1911.
Monday .....	163,480	340,034	527,849
Tuesday .....	351,476	225,012	710,795
Wednesday .....	256,683	328,802	600,877
Thursday .....	260,715	422,493	1,033,630
Friday .....	275,936	334,387	728,548
Saturday .....	78,720	259,600	641,735
Total week .....	1,387,110	1,910,328	4,243,434
Year to date .....	52,812,987	79,637,105	65,661,891
BONDS (Par Value.)			
Monday .....	\$1,093,500	\$1,529,500	\$1,408,000
Tuesday .....	1,582,500	2,206,500	1,991,000
Wednesday .....	1,573,500	1,646,000	1,899,500
Thursday .....	1,773,500	2,127,000	2,928,000
Friday .....	1,385,000	1,455,500	1,916,500
Saturday .....	541,000	1,958,000	1,624,000
Total week .....	\$7,949,000	\$10,922,500	\$11,767,000
Year to date .....	\$327,077,300	\$472,499,000	\$488,018,000
In detail last week's dealings compare as follows with those of the corresponding week last year:			
	Aug. 10, '12.	Aug. 9, '13.	Increase.
Railroad and miscel. stocks.....	1,910,328	1,387,085	*523,243
Bank stocks .....	.....	25	25
Mining stocks .....	.....	.....	.....
Railroad and miscel. bonds .....	\$10,546,500	\$7,624,000	*\$2,922,500
Government bonds .....	59,000	77,000	18,000
State bonds .....	46,000	25,000	*21,000
City bonds .....	271,000	224,000	*47,000
Total, all bonds .....	\$10,922,500	\$7,950,000	*\$2,972,500

\*Decrease.

## FINANCIAL CHRONOLOGY

Monday, August 4.

The stock market, on a reduced volume of trading, developed considerable strength on Monday. Call money ranged between 2 and 2½. Demand exchange closed at \$4.8665.

Tuesday, August 5.

A large increase in activity was shown to-day and prices generally advanced. Call money was higher, at 2½ to 2¾.

Wednesday, August 6.

On a reduced volume of trading prices lost a part of the previous day's gains. Call money loaned at 2½ to 2¾. Demand exchange closed at \$4.8655.

Thursday, August 7.

Prices again rose, accompanied by a small increase in activity. Call money was quoted 2½ to 2¾. Sterling exchange ranged between \$4.8650 and \$4.8660.

Friday, August 8.

The issuance of the Government crop report caused little change in prices, and the number of shares traded in totaled 275,936. Call money ranged between 2 and 2½.

Saturday, August 9.

On small transactions stocks declined fractionally. The bank statement showed that the surplus had been slightly reduced.

## GOVERNMENT FINANCE

July 1 to Aug. 6.			
	1913.	1912.	
Current Receipts:			
Customs .....	\$32,890,126.16	\$33,097,897.55	
Internal revenue—			
Ordinary .....	30,500,413.38	29,465,735.76	
Corporation tax .....	1,914,493.19	1,441,726.64	
Miscellaneous .....	5,853,374.73	6,100,939.39	
Total cash receipts.....	71,158,407.46	70,106,299.34	
Pay Warrants Drawn:			
Legislative establishment.....	1,343,144.20	1,240,637.28	
Executive office .....	46,199.04	68,355.00	
State Department.....	588,885.90	382,498.58	
Treasury Dept.—Excluding public buildings..	4,686,300.25	3,860,795.62	
Public buildings* .....	2,052,995.07	2,439,231.39	
War Department—Military .....	17,216,015.10	12,227,039.90	
Civilian .....	230,088.02	184,814.53	
Rivers and Harbors .....	5,124,889.53	4,026,133.75	
Department of Justice .....	1,385,488.52	611,824.61	
Post Office Dept.—Not incl. "Postal Service" ..	326,780.40	165,422.37	
Postal Deficiency .....	.....	401,947.60	
Navy Department—Naval .....	14,426,841.99	12,959,611.81	
Civilian .....	144,898.33	103,981.56	
Interior Dept.—Excluding pensions and Indians	4,834,996.39	4,935,235.10	
Pensions .....	18,674,638.28	16,649,255.46	
Indians .....	1,642,012.92	1,040,337.38	
Department of Agriculture .....	3,028,580.97	1,972,362.62	
Department of Commerce.....	947,862.08	.....	
Department of Labor.....	349,816.37	1,061,585.91	
Independent offices and commissions.....	383,986.95	346,796.19	
District of Columbia.....	2,574,110.30	2,841,954.19	
Interest on the public debt.....	3,335,627.75	3,406,007.40	
Total pay warrants drawn.....	83,344,158.36	70,925,828.25	
Less unexpended balances repaid.....	2,302,644.81	1,103,888.37	
Total pay warrants (net).....	81,041,513.55	69,821,939.88	
Excess of pay warrants (deficit).....	\$9,883,106.09	†\$284,359.46	
Public Debt Receipts:			
Lawful money deposited to retire national bank			
notes (act July 14, 1890).....	\$2,049,190.00	\$1,902,060.00	
Proceeds of Postal Savings bonds.....	1,116,880.00	854,860.00	
Total public debt receipts.....	3,166,070.00	2,756,920.00	
Public Debt Payments:			
National bank notes retired.....	3,156,662.50	3,266,688.00	
U. S. bonds, certificates, and notes paid.....	6,580.00	29,765.00	
Total retirements.....	3,163,242.50	3,296,453.00	
Panama Canal Payments:			
Pay warrants for construction, &c.....	4,263,207.65	4,185,587.45	
Total public debt and Panama Canal pay			
warrants .....	7,426,450.15	7,482,040.45	
Excess of public debt and Panama Canal pay			
warrants .....	4,260,380.15	4,725,120.45	
Net excess of all pay warrants .....	\$14,143,486.24	\$4,440,760.99	

\*Sites, construction, equipment, operation and maintenance. †Excess of receipts.

The Treasury statement of Aug. 6 shows \$2,014,747,071 grand total of cash assets, including trust funds, a decline of \$24,079,706 since Aug. 1. In the Treasury offices there was \$195,610,951, (not including \$24,245,163 in silver bullion, subsidiary silver, &c.) Six days' movement of money in and out of the Treasury included an addition of \$505,000 gold to the trust fund against which gold certificates are issued, \$449,000 of it in bullion, while there was \$1,726,461 more gold coin in the Treasury offices among the available cash, and \$1,203,905 less gold certificates; all of which indicates that \$1,782,461 in gold coin had gone into the Treasury from circulation, and \$1,708,905 in gold certificates had been added to general circulation. Apparently \$268,466 in silver dollars, United States legal tenders, and minor coins had gone out into circulation in the six days. The United States Treasurer's credit in national banks was \$54,763,446, \$3,070,805 less than on July 31. The available cash balance in Treasury and banks was \$107,164,142, \$1,085,732 less than on Aug. 1.



## *New York Stock Exchange Transactions*

**Week Ended Aug. 9****Total Sales 1,387,110 Shares**

High and low prices for the week may be for odd lots; high and low prices for the year are based on 100-share lots, the official unit.

Range			Range			STOCKS.		Amount		Last		Range for Week Ended			Week's		Sales	
For Year 1912—			For Year 1913—					Capital		Dividend Paid		Aug. 9.			Wet		Week	
High.	Low.	Date.	High.	Low.	Date.			Stock Listed.	Date.		Per Cent.	Per Ind.	High.	Low.	Last.	Changes.	Ended.	Aug. 9.
205	164	150	Jan. 29	139	Mar. 13	ADAMS EXPRESS CO.		\$12,000,000	June 2, '13		3	..	..	..	145	..	..	..
..	..	7	May 17	5	July 9	Allis-Chalmers Co., t. r., 5th pd.		19,840,000	..		..	..	7	7	7	..	..	100
92	60	80	Jan. 2	61	June 10	Allis-Chalmers Co. pf., t. r., 5th pd.		16,050,000	..		..	..	..	..	..	..	..	..
104	98	57	Jan. 3	44	June 23	Amalgamated Copper Co.		153,887,900	May 26, '13		1	Q	72	69	71	+ 2	103,250	
77	46	90	Jan. 2	92	June 3	Amer. Agricultural Chemical Co.		18,330,900	July 15, '13		1	Q	47	47	47	+ 2	100	
101	90	50	Jan. 2	19	June 10	Amer. Agricultural Chem. Co. pf.		27,112,700	July 15, '13		1	Q	94	94	94	+ 1	100	
107	91	86	Mar. 6	72	May 20	American Beet Sugar Co.		15,000,000	Nov. 15, '12		1	Q	28	26	26	+ 1	3,000	
160	130	136	Jan. 6	128	June 10	American Beet Sugar Co. pf.		5,000,000	July 1, '13		1	Q	70	70	70	..	50	
47	11	46	Jan. 31	21	June 11	Amer. Brake Shoe & Foundry Co.		4,600,000	June 30, '13		1	Q	..	..	90	..	..	
126	90	129	Jan. 30	80	June 10	Am. Brake Shoe & Foundry Co. pf.		5,000,000	June 30, '13		2	Q	132	132	132	+ 2	100	
63	49	56	Jan. 2	36	June 10	American Can Co.		41,233,300	..		..	..	34	32	33	+ 1	29,850	
120	115	117	Mar. 5	108	June 10	American Can Co. pf.		41,233,300	July 1, '13		1	Q	93	92	93	+ 1	3,900	
60	30	48	Jan. 6	33	July 2	American Car & Foundry Co.		30,000,000	July 1, '13		1	Q	46	44	45	+ 1	3,750	
84	75	78	Jan. 2	60	June 28	American Car & Foundry Co. pf.		30,000,000	July 1, '13		1	Q	113	113	113	+ 1	245	
85	85	75	June 11	75	June 11	American Cities		16,264,700	..		..	..	37	37	37	..	497	
98	94	87	Mar. 4	80	July 23	American Cities pf.		20,553,500	July 1, '13		3	SA	65	65	65	..	400	
114	108	108	Jan. 15	105	July 23	American Coal		1,500,000	Mar. 1, '13		3	SA	..	..	75	..	..	
60	45	57	Jan. 2	33	June 12	American Coal Products		10,639,300	July 1, '13		1	Q	82	82	82	..	10	
99	95	98	May 6	93	June 17	American Coal Products pf.		2,500,000	July 15, '13		1	Q	105	101	101	..	2	
220	160	166	Feb. 8	115	Aug. 9	American Cotton Oil Co.		20,237,100	June 1, '11		2	..	44	41	44	+ 2	10,300	
7	3	5	Jan. 8	3	July 9	American Cotton Oil Co. pf.		10,198,600	June 2, '13		3	SA	..	..	93	..	..	
34	20	28	Feb. 10	15	June 10	American Express Co.		18,198,000	July 1, '13		3	Q	130	115	115	- 2	425	
30	18	27	Apr. 4	17	June 10	American Hide & Leather Co.		11,274,100	..		..	..	22	22	22	+ 1	100	
17	9	11	Jan. 31	6	June 10	American Hide & Leather Co. pf.		12,548,300	Aug. 15, '05		1	..	23	22	23	+ 1	1,050	
43	30	31	Jan. 31	20	June 10	American Ice Securities Co.		19,045,100	July 20, '07		1	..	..	..	23	+ 1	..	
47	31	44	Jan. 6	27	June 10	American Linsed Co.		16,750,000	..		..	..	9	9	9	..	300	
110	103	106	Jan. 2	100	June 18	American Linsed Co. pf.		16,750,000	Sep. 1, '08		1	..	25	25	25	+ 1	1,000	
19	4	13	Jan. 3	7	Feb. 18	American Locomotive Co.		25,000,000	Aug. 26, '08		1	..	33	31	32	+ 1	2,900	
69	42	61	Jan. 3	45	June 10	American Locomotive Co. pf.		25,000,000	July 21, '13		1	Q	101	100	100	- 1	715	
91	66	74	Jan. 30	58	June 10	American Malt. Corporation		5,739,200	..		..	..	8	8	8	..	100	
109	102	107	Feb. 7	97	June 6	American Malt. Corporation pf.		8,838,900	May 2, '13		2	SA	48	48	48	+ 1	200	
89	84	86	Jan. 9	79	June 12	Amer. Smelting & Refining Co.		50,000,000	June 16, '13		1	Q	60	64	65	+ 1	12,630	
203	123	193	Jan. 22	150	July 9	Amer. Smelting & Refining Co. pf.		50,000,000	June 2, '13		1	Q	101	101	101	+ 1	340	
105	99	105	Jan. 21	100	June 9	Amer. Smelting Securities pf., B.		30,000,000	July 1, '13		1	Q	81	81	81	..	20	
44	26	40	Feb. 3	25	June 9	American Snuff Co.		11,001,700	July 1, '13		3	Q	165	159	162	+ 3	1,200	
133	113	118	Jan. 31	104	June 12	American Snuff Co. pf., new		3,940,200	July 1, '13		1	Q	..	..	100	..	..	
124	115	116	Jan. 28	110	June 12	American Sugar Foundries		16,218,000	June 30, '13		1	Q	30	29	30	+ 2	670	
78	66	66	Jan. 30	59	Mar. 26	American Sugar Refining Co.		45,000,000	July 2, '13		1	Q	111	100	110	- 2	1,410	
149	137	140	Jan. 9	125	June 10	American Sugar Refining Co. pf.		45,000,000	July 2, '13		1	Q	..	..	115	..	..	
82	24	294	Jan. 20	200	June 6	American Telegraph & Cable Co.		14,000,000	June 2, '13		1	Q	60	60	60	..	20	
100	102	106	Jan. 27	98	July 18	Amer. Telephone & Telegraph Co.		344,531,300	July 15, '13		2	Q	129	128	129	+ 1	1,890	
106	102	106	Jan. 26	96	July 11	American Tobacco Co.		40,242,400	June 2, '13		5	Q	235	229	229	+ 6	1,500	
99	97	99	Jan. 4	95	May 23	American Tobacco Co. pf.		1,298,700	July 1, '13		1	Q	..	..	98	..	..	
31	18	21	Apr. 17	16	June 10	American Tobacco Co. pf., new		51,669,100	July 1, '13		1	Q	99	99	99	- 1	175	
94	79	81	Jan. 3	74	May 7	American Water Works pf.		10,000,000	July 1, '13		1	Q	..	..	95	..	..	
41	25	32	Jan. 2	16	Aug. 7	American Woolen Co.		20,000,000	..		..	..	..	..	16	..	..	
48	34	41	Jan. 2	30	June 10	American Woolen Co. pf.		40,000,000	July 15, '13		1	Q	..	..	76	..	..	
127	105	120	Jan. 1	87	July 8	American Writing Paper pf.		12,500,000	Apr. 1, '13		1	SA	23	16	18	- 5	5,500	
47	41	43	Feb. 19	42	Jan. 30	Anacoda Copper Mining Co.		108,312,500	July 16, '13		75	Q	36	35	36	+ 1	9,550	
111	103	106	Jan. 6	92	June 12	Assets Realization Co.		9,990,000	July 1, '13		2	Q	80	80	80	..	15	
104	101	102	Jan. 29	96	July 9	Associated Oil Co.		40,000,000	Apr. 15, '13		1	..	..	..	43	..	..	
148	130	133	Jan. 9	112	June 11	Atchison, Topeka & Santa Fe		194,370,000	June 2, '13		1	Q	97	95	96	+ 1	8,630	
60	49	53	Jan. 8	40	June 10	Atchison, Topeka & Santa Fe pf.		114,199,500	Aug. 1, '13		2	SA	99	97	97	- 1	2,300	
108	102	105	June 6	100	June 25	Atlantic Coast Line		67,557,100	July 10, '13		3	SA	121	120	121	+ 1	945	
111	101	106	Jan. 22	90	June 10	BALDWIN LOCOMO. WORKS.		20,000,000	July 1, '13		1	SA	44	44	44	..	300	
91	86	88	Jan. 10	77	June 18	Baldwin Locomotive Works pf.		20,000,000	July 1, '13		3	SA	104	104	104	+ 1	100	
2	..	1	Jan. 17	1	Jan. 14	Baltimore & Ohio		152,314,800	Mar. 1, '13		3	SA	97	95	96	+ 1	2,960	
51	27	41	Jan. 9	25	June 10	Baltimore & Ohio pf.		60,000,000	Mar. 1, '13		2	SA	80	79	80	- 1	200	
80	56	73	Jan. 29	62	June 10	Batoplas Mining		8,931,980	Dec. 31, '07		12	gc	..	..	1	..	..	
94	76	92	May 26	83	June 10	Bethlehem Steel Corporation		14,862,000	..		..	..	35	34	35	+ 1	3,400	
149	137	137	Jan. 27	121	June 10	Bethlehem Steel Corporation pf.		14,908,000	July 1, '13		1	Q	73	71	71	+ 1	1,415	
114	77	88	Mar. 18	64	June 6	Brooklyn Rapid Transit Co.		52,365,000	July 1, '13		1	Q	89	87	89	+ 1	15,300	
119	105	116	Jan. 30	100	June 9	Brooklyn Union Gas		17,999,000	July 1, '13		1	Q	127	127	127	+ 2	100	
40	28	31	Feb. 8	25	June 27	Brunswick T. & R. Securities Co.		7,000,000	..		..	..	7	7	7	- 1	100	
72	49	56	Feb. 3	16	July 23	Buffalo, Rochester & Pittsburgh		10,500,000	Feb. 15, '12		3	SA	..	..	100	..	..	
93	84	86	Jan. 30	45	July 23	Butterick Co.		14,647,200	June 2, '13		1	Q	..	..	27	..	..	
67	65	63	Feb. 13	58	May 13	CALIFORNIA PETROLEUM.		14,463,800	July 1, '13		1	Q	19	17	17	- 1	3,520	
283	226	266	Jan. 2	208	July 9	California Petroleum pf.		12,163,200	July 1, '13		1	Q	48	46	46	- 1	300	
101	99	103	Feb. 6	98	Aug. 6	Canada Southern		15,000,000	Aug. 1, '13		1	SA	..	..	58	..	..	
33	16	30	Feb. 5	17	June 10	Canadian Pacific		199,995,700	June 30, '13		2	Q	217	214	216	- 1	26,535	
100	80	98	Mar. 3	88	June 10	Can. Pac. sub. rcts., 3d inst. pd.		..	..		..	..	..	..	211	..	..	
896	305	362	Jan. 13	275	June 11	Case (J. I.) Threshing Mach. pf.		11,289,500	July 1, '13		1	Q	98	98	98	+ 1	100	
121	114	110	Apr. 17	110	Apr. 17	Central Leather Co.		39,587,400	..		..	..	24	22	22	- 1	3,100	
85	68	80	Jan. 2	51	July 11	Central Leather Co. pf.		33,277,800	July 1, '13		1	Q	93	93	93	+ 1	400	
24	17	18	Jan. 2	7	June 12	Central of New Jersey		27,438,800	Aug. 1, '13		2	Q	..	..	288	..	..	
40	25	25	Feb. 25	17	Aug. 8	Central & So. Am. Telegraph		10,000,000	July 8, '13		1	Q	..	..	110	..	..	
20	15	17	Jan. 9	10	June 4	Chesapeake & Ohio		62,793,700	July 28, '13		1	Q	56	53	55	+ 1	12,350	
117	99	116	Jan. 9	98	June 10	Chicago & Alton		19,537,800	Feb. 15, '10		2	..	..	..	9	..	..	
146	139	145	Jan. 30	132	June 12	Chicago & Alton pf.		19,487,600	Jan. 16, '11		2	..	17	17	17	- 8	100	
145	134	138	Jan. 6	123	June 10	Chicago Great Western		45,155,200	..		..	..	..	..	13	..	..	
198	188	188	Mar. 3	181	May 23	Chicago Great Western pf.		40,996,300	..		..	..	30	28	28	- 1	300	
144	126	125	Mar. 8	119	July 19	Chicago, Milwaukee & St. Paul.		116,348,200	Mar. 3, '13		2	SA	109	105	108	+ 3	30,835	
155	150	150	Jan. 21	150	Feb. 13	Chicago, Milwaukee & St. Paul pf.		116,274,900	Mar. 3, '13		3	SA	135	135	135	+ 1	2,700	
50	25	47	Jan. 2	30	June 10	Chicago & Northwestern		130,121,700	July 1, '13		1	Q	130	129	130	+ 1	845	
62	45	54	Jan. 21	38	Aug. 1	Chicago & Northwestern												

**New York Stock Exchange Transactions---Continued**

Price	Change	Range		Date	Stocks	Amount	Dividend	Last Paid	Per Cent.	Per Cent.	Range for Week Ended		Week's	Sales
		High.	Low.								High.	Last.		
for Year 1912.	Low.	for Year 1913.		Date.	Stock Listed.	Aug. 9.	Aug. 9.	Aug. 9.	Aug. 9.	Aug. 9.	Aug. 9.	Aug. 9.	Aug. 9.	Aug. 9.
115	106 1/2	109 1/2	Jan. 6	105 1/2	June 9	General Chemical Co. pf.	13,747,000	July 1, '13	1 1/2	Q	105	105	105	50
188 1/2	155	187	Jan. 2	129 1/2	June 10	General Electric Co.	101,369,600	July 15, '13	2	Q	141 1/2	140 1/2	141 1/2	1,168
42 1/2	30	35	Aug. 9	25	May 15	General Motors	15,683,000	.....	.....	.....	35	32	35	750
82 1/2	70 1/2	79	Jan. 7	70	May 8	General Motors pf.	14,003,800	May 1, '13	3/4	SA	77	77	77	400
81	60 1/2	68	Jan. 2	25 1/2	June 10	Goodrich (B. F.) Co.	60,090,000	Feb. 15, '13	1	..	31 1/2	30 1/2	31 1/2	400
109 1/2	105	105 1/2	Jan. 7	89	June 10	Goodrich (B. F.) Co. pf.	30,000,000	July 1, '13	1 1/2	Q	91 1/2	90 1/2	91 1/2	300
143 1/2	126	132 1/2	Jan. 9	115 1/2	June 10	Great Northern pf.	209,997,700	Aug. 1, '13	1 1/2	Q	128 1/2	125 1/2	128 1/2	6,155
53	36	41 1/2	Jan. 3	25 1/2	June 10	Gt. Northern pf. sub. rec. 60 p. c. pd.	1,500,000	Dec. 27, '12	50c	..	127 1/2	127	127 1/2	500
62 1/2	47	52 1/2	Jan. 7	40 1/2	July 11	Great Northern Ctra. for ore prop.	20,262,000	July 1, '13	75c	Q	36 1/2	35	36	4,900
89	85 1/2	87	Feb. 6	81 1/2	May 29	Guggenheim Exploration	15,000,000	May 15, '13	2 1/2	SA	46	44 1/2	46	1,000
96 1/2	95 1/2	96	Jan. 8	96	Jan. 8	HAVANA ELECTRIC RY. L. & P.	15,000,000	May 15, '13	3	SA	..	..	81 1/2	..
200	155	180	Jan. 11	150	May 19	Havana Electric Ry., Lt. & P. pf.	15,000,000	May 15, '13	3	SA	..	..	96	..
116	109 1/2	109	June 4	109	June 4	Helme (G. W.) Co.	4,000,000	July 1, '13	2 1/2	Q	..	..	150	..
150	127	125	June 4	125	June 4	Helme (G. W.) Co. pf.	3,940,200	July 1, '13	1 1/2	Q	..	..	109	..
112	80 1/2	117 1/2	Feb. 3	100 1/2	July 7	Hocking Valley	11,000,000	June 28, '13	1 1/2	Q	..	..	125	..
141 1/2	120 1/2	128 1/2	Feb. 5	104 1/2	Aug. 1	Homestake Mining	25,116,000	July 25, '13	65c	M	..	..	100 1/2	..
21 1/2	16 1/2	19 1/2	Jan. 2	14 1/2	July 12	ILLINOIS CENTRAL	100,296,000	Mar. 1, '13	3 1/2	SA	107 1/2	105 1/2	107 1/2	+ 2 1/2
22	16 1/2	19 1/2	Jan. 30	12 1/2	June 4	Inspiration Consolidated Copper	14,459,160	.....	.....	.....	15 1/2	15	15	4,000
67 1/2	52 1/2	65 1/2	Jan. 30	45	June 4	Interborough-Met. vo. tr. cts.	60,419,500	.....	.....	.....	16 1/2	15 1/2	16 1/2	+ 1 1/2
53 1/2	36	39	Jan. 11	5	June 6	Interborough-Met pf.	16,957,900	.....	.....	.....	60 1/2	57 1/2	60 1/2	+ 2 1/2
99	89	90	Jan. 3	35	June 6	International Agricultural Co.	7,520,000	.....	.....	.....	..	..	5	..
..	..	110	July 29	96	June 10	International Agricultural Co. pf.	12,955,600	Jan. 15, '13	3 1/2	..	..	..	35	..
..	..	113 1/2	July 10	111	May 12	International Harvester, N. J.	39,869,600	July 15, '13	1 1/2	Q	109	108	109	+ 2
..	..	108 1/2	July 29	95 1/2	June 10	Internat. Harvester, N. J. pf.	29,904,300	June 2, '13	1 1/2	Q	..	..	111 1/2	..
..	..	113 1/2	May 7	111	May 12	International Harvester Corp.	39,869,600	July 15, '13	1 1/2	Q	106 1/2	106 1/2	106 1/2	50
19 1/2	9 1/2	12 1/2	Jan. 30	7 1/2	June 10	International Harvester Corp. pf.	29,904,100	June 2, '13	1 1/2	Q	..	..	111 1/2	..
62 1/2	45 1/2	48 1/2	Jan. 30	36	June 12	International Paper Co.	17,442,900	.....	.....	.....	10 1/2	10	10	500
34	12	18 1/2	Jan. 9	6	May 5	International Paper Co. pf.	22,539,700	July 15, '13	1 1/2	Q	42 1/2	39	39	- 2 1/2
84 1/2	63	70	Jan. 9	22 1/2	June 13	International Paper Co. pf.	17,762,500	Apr. 1, '05	1/2	..	6 1/2	6 1/2	6 1/2	700
15	10 1/2	10 1/2	Jan. 30	7 1/2	July 22	International Steam Pump Co. pf.	11,350,000	Feb. 1, '13	1 1/2	..	24	24	24	+ 1/2
30	22	23	Jan. 2	13	June 6	Iowa Central	3,626,500	.....	.....	.....	..	..	7 1/2	..
81	74 1/2	78	Jan. 7	65	June 23	Iowa Central pf.	2,486,000	May 1, '09	1 1/2	..	..	..	13	..
31 1/2	22 1/2	28 1/2	July 28	21 1/2	June 5	KAN. CITY, FT. SCOTT & MEMPH.	13,510,000	July 1, '13	1	Q	..	..	65	..
65 1/2	56	61 1/2	Jan. 7	56	June 11	Kansas City Southern	30,000,000	.....	.....	.....	27 1/2	26 1/2	26 1/2	+ 1/2
95 1/2	90	94	Feb. 3	83	June 11	Kansas City Southern pf.	21,000,000	July 15, '13	1	Q	60	59 1/2	60	+ 1/2
109	107	110	Jan. 2	107 1/2	Jan. 22	Kayser (Julius) & Co.	6,000,000	July 1, '13	1	Q	..	..	85	..
9 1/2	5 1/2	7 1/2	Aug. 6	5 1/2	Jan. 11	Kayser (Julius) & Co. 1st pf.	2,750,000	Aug. 1, '13	1 1/2	Q	..	..	108 1/2	..
55	43	45	Feb. 4	45	Feb. 4	Keokuk & Des Moines	2,600,000	.....	.....	.....	7 1/2	7 1/2	7 1/2	+ 1/2
89 1/2	71	81	Feb. 5	58	June 9	Keokuk & Des Moines pf.	1,524,600	Apr. 1, '13	3 1/2	A	..	..	45	..
105 1/2	100	102	Jan. 4	97	June 10	Kresge (S. S.) Co.	4,961,700	.....	.....	.....	63	63	63	50
55 1/2	29	49 1/2	Feb. 4	29 1/2	June 7	Kresge (S. S.) Co. pf.	1,816,900	July 1, '13	1 1/2	Q	..	..	97 1/2	..
108 1/2	102 1/2	104 1/2	Jan. 8	90 1/2	June 10	LACKAWANNA STEEL CO.	34,978,000	Jan. 31, '13	1	Q	37 1/2	37 1/2	37 1/2	+ 7 1/2
18	11 1/2	11 1/2	Feb. 5	7	May 2	Laclede Ganna	10,700,000	June 16, '13	1 1/2	Q	96 1/2	96 1/2	96 1/2	+ 1 1/2
40	30	35	Jan. 6	20 1/2	July 23	Lake Erie & Western	11,840,000	.....	.....	.....	8 1/2	8 1/2	8 1/2	25
*495	*450	*500	Jan. 14	*470	May 14	Lake Erie & Western pf.	11,840,000	Jan. 15, '08	1	..	20 1/2	20 1/2	20 1/2	100
185 1/2	155 1/2	168 1/2	Jan. 2	141 1/2	June 10	Lake Shore	49,465,500	July 29, '13	6	SA	..	..	490	..
225	156 1/2	235	Mar. 6	195	June 6	Lehigh Valley	60,501,700	July 12, '13	5	SA	151 1/2	150	150	+ 1
118	105 1/2	116 1/2	Jan. 23	106 1/2	July 22	Liggett & Myers	21,495,400	June 2, '13	3	Q	..	..	215	..
6 1/2	4 1/2	4 1/2	Jan. 3	30	June 10	Liggett & Myers pf.	15,148,500	July 1, '13	1 1/2	Q	100 1/2	100 1/2	100 1/2	217
47 1/2	36	39 1/2	Jan. 6	21	June 11	Long Island	12,000,000	Nov., 1896	1	..	..	..	31	..
105 1/2	102 1/2	105	Jan. 9	89	Aug. 4	Loose-Wiles Biscuit Co.	8,000,000	.....	.....	.....	28 1/2	26 1/2	28 1/2	+ 2 1/2
92 1/2	90	95	Jan. 8	84	July 18	Loose-Wiles Biscuit Co. 1st pf.	5,000,000	July 1, '13	1 1/2	Q	89	89	89	- 6 1/2
215 1/2	167	200	Jan. 28	150	June 13	Loose-Wiles Biscuit Co. 2d pf.	2,000,000	Aug. 1, '13	1 1/2	Q	..	..	84	..
118	107 1/2	116 1/2	Jan. 22	103	June 10	Lorillard (P.) Co.	15,155,600	July 1, '13	2 1/2	Q	..	..	157	..
170	139	142 1/2	Jan. 10	126 1/2	June 11	Lorillard (P.) Co. pf.	11,143,100	July 1, '13	1 1/2	Q	107 1/2	107 1/2	107 1/2	112
92 1/2	75 1/2	87	Jan. 21	75 1/2	July 24	Louisville & Nashville	71,962,100	Aug. 9, '13	3 1/2	SA	134 1/2	133 1/2	134	+ 1/2
70 1/2	66	69	Apr. 7	66	June 7	Louis. & Nashville sub. rec. 1st pd.	..	.....	.....	.....	..	..	138 1/2	..
138 1/2	128 1/2	132 1/2	Jan. 7	127	June 9	MACKAY COMPANIES	41,380,400	July 1, '13	1 1/2	Q	77 1/2	77 1/2	77 1/2	100
88	69	76 1/2	Jan. 2	66	Feb. 20	Mackay Companies pf.	50,000,000	July 1, '13	1	Q	67	66	66	+ 1 1/2
112	105	105 1/2	Jan. 2	97 1/2	June 10	Manhattan Elevated gtd.	56,598,600	July 1, '13	1 1/2	Q	130	130	130	+ 3
7 1/2	4	4 1/2	Jan. 2	2 1/2	June 10	May Department Stores	15,000,000	June 1, '13	1 1/2	Q	..	..	67 1/2	..
26	15 1/2	19 1/2	Jan. 7	12 1/2	June 4	May Department Stores pf.	8,250,000	July 1, '13	1 1/2	Q	..	..	100	..
90 1/2	62 1/2	78 1/2	Feb. 4	55	July 18	Mercantile Marine	43,435,700	.....	.....	.....	4	4	4	+ 1/2
104	99	99 1/2	Jan. 2	85	June 18	Mercantile Marine pf.	42,085,900	.....	.....	.....	..	..	14 1/2	..
..	..	*170	Jan. 24	*170	Jan. 24	Mexican Petroleum	28,851,400	May 31, '13	1 1/2	Q	61	57 1/2	57 1/2	- 1/2
30 1/2	28 1/2	26 1/2	Jan. 4	20 1/2	June 10	Mexican Petroleum pf.	8,433,300	July 29, '13	2	Q	..	..	85 1/2	..
27 1/2	18 1/2	29 1/2	Jan. 2	12	June 11	Michigan Central	18,738,000	July 29, '13	3	SA	..	..	*170	..
51 1/2	44 1/2	47	Jan. 29	32	June 12	Miami Copper	3,733,705	May 15, '13	50c	Q	22 1/2	22 1/2	22 1/2	4,300
154 1/2	129	142 1/2	Jan. 9	115 1/2	June 11	Minneapolis & St. Louis	11,522,600	Jan. 15, '04	2 1/2	..	14 1/2	14 1/2	14 1/2	200
158	146	145	Apr. 8	133	June 11	Minneapolis & St. Louis pf.	5,666,700	Jan. 15, '10	2 1/2	..	..	..	38	..
88 1/2	84	83 1/2	Mar. 5	83 1/2	Mar. 5	Minneapolis, St. Paul & S. S. Marie	25,206,800	Apr. 15, '13	3 1/2	SA	127 1/2	126	126	- 1 1/2
31 1/2	25 1/2	29 1/2	Jan. 7	18 1/2	June 10	Minneapolis, St. P. & S. S. Marie pf.	12,603,400	Apr. 15, '13	3 1/2	SA	..	..	144	..
66	57 1/2	64 1/2	Apr. 11	52	June 10	Minn., St. P. & S. S. M. leased line.	11,169,000	July 1, '13	2	SA	..	..	83 1/2	..
47 1/2	35	43 1/2	Jan. 9	25 1/2	June 10	Missouri, Kansas & Texas	63,300,300	.....	.....	.....	24	22	23 1/2	+ 1 1/2
175 1/2	175	*161	June 3	*161	June 3	Missouri, Kansas & Texas pf.	13,000,000	May 10, '13	2	SA	57 1/2	57 1/2	57 1/2	300
180	160 1/2	170	Jan. 14	132 1/2	June 9	Missouri Pacific	83,112,500	Jan. 30, '08	3 1/2	SA	33 1/2	31	32 1/2	+ 1
161	114	128 1/2	Jan. 3	104	June 11	Morris & Essex	15,000,000	July 1, '13	3 1/2	SA	..	..	*161	..
131	122	124 1/2	Jan. 8	116	June 4	NASH, CHAT. & ST. LOUIS	15,110,000	Aug. 1, '13	3 1/2	SA	..	..	137	..
26	12 1/2	19 1/2	Jan. 30	9	June 5	National Biscuit Co.	29,243,000	July 15, '13	1 1/2	Q	118	117 1/2	118	- 1/2
95 1/2	88	92 1/2	Jan. 30	75	May 29	National Biscuit Co. pf.	24,804,500	May 31, '13	1 1/2	Q	117 1/2	117 1/2	117 1/2	+ 1/2
68 1/2	51 1/2	56 1/2	Jan. 2	44	June 9	National Enameling & Stamping Co	15,591,800	May 15, '06	1 1/2	..	14 1/2	12 1/2	14	+ 1/2
110 1/2	105 1/2	107 1/2	Jan. 2	102 1/2	June 10	Nat. Enameling & Stamp. Co. pf.	8,546,600	June 30, '13	1 1/2	Q	80 1/2	80 1/2	80 1/2	+ 1/2
71	62 1/2	59	Mar. 3	35	July 25	National Lead Co.	20,655,400	June 30, '13	1 1/2	Q	49 1/2	48 1/2	48 1/2	- 1 1/2
36 1/2	26 1/2	27 1/2	Jan. 2	9	July 17</									



## New York Stock Exchange Transactions---Continued

Range for Year 1912-- High. Low.		Range for Year 1913-- High. Low.		Date.		STOCKS.		Amount Capital Stock Listed.	Last Dividend Paid Date.	Per Cent.	Per- iod.	Range for Week Ended Aug. 9. Last.		Week's Net Change.	Index Week Ends Aug. 9.
175	158 1/2	165	Jan. 2	152	June 10	Pullman Co.	120,000,000		May 15, '13	2	Q	153 1/2	153		500
8 1/2	3	4 1/2	May 16	2	July 31	QUICKSILVER	5,708,700					2	2	1/4	100
12 1/4	3 1/2	8	May 17	3 1/2	Aug. 8	Quicksilver pf.	4,291,500		May 8, '01	1/2		3 1/2	3 1/2	1/4	250
40 1/2	27 1/2	35	Jan. 9	22 1/2	June 11	RAILWAY STEEL SPRING CO.	13,500,000		May 20, '13	2		26 1/2	26 1/2	1/4	700
105	98 1/4	100	Jan. 13	90 1/4	June 10	Railway Steel Spring Co. pf.	13,500,000		June 20, '13	1 1/2	Q		91		
88 1/2	86 1/4	*81	Jan. 10	*78	July 17	Railroad Sec. Ill. Cent. stock cfs.	8,000,000		July 1, '13	2	SA		*78		
24 1/2	16	22	Jan. 2	15	June 10	Ray Consolidated Copper	14,502,820		June 30, '13	37 1/2	Q	19 1/2	18 1/2	1 1/2	12,835
179 1/4	148 1/2	168 1/2	Jan. 2	151 1/2	June 10	Reading	70,000,000		May 8, '13	2	Q	161	158 1/2	1 1/2	192,100
83 1/4	87 1/2	92 1/2	Apr. 10	86	June 10	Reading 1st pf.	28,000,000		June 12, '13	1	Q		86		
101 1/2	92	95	Apr. 10	84	June 10	Reading 2d pf.	42,000,000		July 10, '13	1	Q	88 1/4	88 1/4		100
35 1/2	15 1/2	28 1/2	Jan. 31	17	June 10	Republic Iron & Steel Co.	27,352,000					25	24	1 1/2	3,125
89 1/2	64 1/2	89 1/4	Feb. 1	72	June 11	Republic Iron & Steel Co. pf.	25,000,000		July 1, '13	1 1/2	Q	87 1/2	86	1 1/2	1,650
30 1/2	22 1/2	24 1/2	Feb. 4	12 1/2	June 10	Rock Island Co.	90,888,200					18 1/2	16 1/2	1 1/2	8,950
59 1/2	42 1/2	44 1/2	Jan. 2	20 1/2	June 10	Rock Island Co. pf.	49,947,400		Nov. 1, '05	1		30 1/2	27 1/2	1 1/2	7,800
101	89 1/2	92 1/4	Jan. 7	14 1/2	July 15	Rumely (M.) Co.	10,908,300		Mar. 3, '13	1 1/2		18	16 1/2	1 1/2	400
103 1/2	99 1/2	99 1/2	Jan. 4	36	July 1	Rumely (M.) Co. pf.	9,750,000		Apr. 1, '13	1 1/2		39	39		300
29 1/2	17 1/2	*48	Mar. 8	*48	Mar. 8	ST. J. & GRAND I. 1st pf.	5,500,000		July 15, '02	2 1/2			*48		
69 1/2	58 1/2	10 1/2	Jan. 11	2 1/2	June 17	St. Louis & San Francisco	29,000,000					4 1/2	4 1/2	1 1/2	750
43 1/2	29 1/2	59	Feb. 11	13	June 28	St. Louis & San Francisco 1st pf.	5,000,000		May 1, '13	1	Q	16 1/2	16 1/2	1 1/2	100
57	47	29	Jan. 11	5 1/2	June 17	St. Louis & San Francisco 2d pf.	16,000,000		Dec. 1, '05	1		6 1/2	6 1/2	1 1/2	100
110	100 1/2	54 1/2	Jan. 17	30	May 27	St. L. & S. F. C. & E. I. n. stock cfs.	13,761,000		Jan. 1, '13	2			30		
40 1/2	29 1/2	96 1/2	May 15	96 1/2	May 15	St. L. & S. F. C. & E. I. pf. stock cfs.	8,402,500		Apr. 1, '13	1 1/2			96 1/2		
80 1/2	68 1/2	35 1/2	Jan. 13	26	June 4	St. Louis Southwestern	16,356,200					27 1/2	26 1/2	1 1/2	1,000
27 1/2	18	75	Jan. 9	65	June 12	St. Louis Southwestern pf.	19,893,700		July 15, '13	1 1/2	Q	67 1/2	67 1/2	1 1/2	100
56 1/2	44 1/2	20 1/2	Jan. 29	38	June 12	Seaboard Air Line	33,229,500					19 1/2	19	1 1/2	1,300
22 1/2	140	213 1/2	Jan. 2	154 1/2	June 12	Seaboard Air Line pf.	22,468,000					44 1/2	42 1/2	1 1/2	3,525
124 1/2	121	124 1/2	Jan. 2	116	June 19	Sears, Roebuck & Co.	40,000,000		May 15, '13	1 1/2	Q	175	172	1 1/2	600
59 1/2	39 1/2	45 1/2	Jan. 28	23	July 8	Sears, Roebuck & Co. pf.	8,000,000		July 1, '13	1 1/2	Q	120	120		100
105	94	93 1/2	Feb. 8	88	Apr. 30	Sloss-Sheffield Steel & Iron Co.	10,000,000		Sep. 1, '10	1 1/2		27 1/2	27 1/2	1 1/2	100
83	74 1/2	93 1/2	Jan. 6	70	Jan. 6	Sloss-Sheffield Steel & Iron Co. pf.	6,700,000		July 1, '13	1 1/2	Q	91	91		50
110	109	*108	Jan. 17	*102	June 2	South Porto Rico Sugar	3,371,000		July 1, '13	1	Q		70		
115 1/2	103 1/2	110	Jan. 30	89 1/2	June 11	Southern Pacific	272,672,400		July 1, '13	1 1/2	Q	94	91 1/2	1 1/2	50,549
32	26 1/2	28 1/2	Jan. 2	19 1/2	June 12	Southern Railway extended.	119,900,000					25 1/2	23 1/2	1 1/2	9,900
86 1/2	68 1/2	81 1/2	Mar. 26	72	June 10	Southern Railway pf. extended.	60,000,000		Apr. 24, '13	2 1/2	SA	79 1/2	79	1 1/2	800
86	82	72 1/2	Mar. 12	72 1/2	Mar. 12	So. Ry. M. & O. stock tr. cfs.	5,670,200		Apr. 1, '13	2	SA		72 1/2		
36	16 1/2	40 1/2	Jan. 31	31 1/2	Apr. 25	Standard Milling	4,400,000		July 18, '13	2		33 1/2	33 1/2		300
66	53	66 1/2	Feb. 4	52 1/2	May 1	Standard Milling pf.	6,900,000		Apr. 15, '13	2 1/2	SA	63	59 1/2	1 1/2	500
49 1/2	30	36	Feb. 6	21 1/2	June 12	Studebaker Co.	27,931,600					24	23 1/2	1 1/2	200
98 1/2	90 1/2	93 1/2	Jan. 13	82 1/2	June 17	Studebaker Co. pf.	12,650,000		June 2, '13	1 1/2	Q	83	82 1/2	1 1/2	200
47 1/2	34 1/2	39 1/2	Jan. 4	26 1/2	June 10	TENNESSEE COPPER	5,000,000		June 20, '13	75c		31 1/2	30 1/2		6,600
130 1/2	81	122 1/2	Jan. 10	89	June 10	Texas Co.	27,000,000		June 30, '13	1 1/2	Q	116	108	1 1/2	10,000
26 1/2	20 1/2	22 1/2	Jan. 8	10 1/2	June 4	Texas Pacific	38,700,000					17 1/2	15 1/2	1 1/2	400
97 1/2	89	97	Jan. 18	93	June 4	Texas Pacific Land Trust	4,076,900						93		
49 1/2	33 1/2	40 1/2	Jan. 2	27 1/2	June 10	Third Avenue	16,389,400					36 1/2	34 1/2	1 1/2	3,475
10 1/2	2 1/2	3	Jan. 14	2	June 4	Toledo Railways & Light	13,875,000		May 1, '07	1			2		
16 1/2	10 1/2	13	Jan. 9	7 1/2	July 9	Toledo, St. Louis & Western	10,000,000					12 1/2	12 1/2	1 1/2	400
36	28	29 1/2	Jan. 9	15 1/2	June 4	Toledo, St. Louis & Western pf.	10,000,000		Oct. 16, '11	1		24	22 1/2	1 1/2	500
111 1/2	103	108 1/2	Jan. 23	101 1/2	June 6	Twin City Rapid Transit	20,100,000		July 1, '13	1 1/2	Q	104 1/2	104 1/2		300
145	145	137 1/2	May 2	135	June 6	Twin City Rapid Transit pf.	3,000,000		July 1, '13	1 1/2	Q		135		
115 1/2	95	99 1/2	Jan. 3	78	June 10	UNDERWOOD TYPEWRITER	8,500,000		July 1, '13	1	Q		86		
114 1/2	111	113	Jan. 21	104	July 10	Underwood Typewriter pf.	4,800,000		July 1, '13	1 1/2	Q		104		
17 1/2	4 1/2	7 1/2	Jan. 3	4 1/2	June 11	Union Bag & Paper Co.	16,000,000					5 1/2	5	1 1/2	600
67 1/2	35 1/2	41 1/2	Jan. 3	22	June 25	Union Bag & Paper Co. pf.	11,000,000		Oct. 15, '12	1		25 1/2	25	1 1/2	300
176 1/2	150 1/2	162 1/2	Jan. 6	137 1/2	June 11	Union Pacific	216,647,500		July 1, '13	2 1/2	Q	152 1/2	148 1/2	1 1/2	158,300
96 1/2	88 1/2	93 1/2	Jan. 6	79 1/2	June 10	Union Pacific pf.	99,509,300		Apr. 1, '13	2	SA	84 1/2	83	1 1/2	800
64 1/2	47	50 1/2	Feb. 7	40 1/2	June 10	United Cigar Manufacturers	10,847,500		Aug. 1, '13	1	Q		45 1/2		
109	104	103	May 7	98 1/2	May 5	United Cigar Manufacturers pf.	5,000,000		May 31, '13	1 1/2	Q		101 1/2		
102 1/2	97 1/2	101	Jan. 8	87	July 2	United Dry Goods	14,427,500		Aug. 1, '13	2	Q	90	90		13
107 1/2	102 1/2	105 1/2	Jan. 14	96	July 15	United Dry Goods pf.	10,840,700		May 31, '13	1 1/2	Q	99	99		20
35 1/2	28	35 1/2	Jan. 3	16	June 11	United Railways Investment Co.	20,400,000						24		
69 1/2	57	63 1/2	Jan. 3	30	June 11	United Railways Investment Co. pf.	15,000,000		Jan. 10, '07	2 1/2		44	42	1 1/2	700
22 1/2	13	16 1/2	Jan. 30	9 1/2	June 10	United States Cast Iron P. & Fdy. Co.	12,106,300		Dec. 1, '07	1		12	12		200
64 1/2	50	56 1/2	Jan. 31	44 1/2	June 6	United States Cast I. P. & Fdy. Co. pf.	12,106,300		July 15, '13	1	Q	49	48	1 1/2	495
100	62 1/2	60	Jan. 3	49	Aug. 4	United States Express Co.	10,000,000		May 15, '12	3		40	40	1 1/2	100
57 1/2	26	44	Jan. 6	25	June 9	United States Industrial Alcohol	12,000,000						20		
105	95	97	Mar. 4	85	June 18	United States Industrial Alcohol pf.	6,000,000		July 15, '13	1 1/2	Q		90 1/2		
86 1/2	67	77	Jan. 9	59 1/2	June 11	United States Realty & Improv. Co.	16,162,800		Aug. 1, '13	1 1/2	Q	62	61	1 1/2	1,100
3 1/2	1 1/2	1 1/2	Jan. 16	1/2	May 12	United States Reduction & Ref. Co.	5,918,800		Apr. 1, '08	1			3		
10 1/2	3	4	Jan. 10	3	Apr. 25	United States Reduc. & Ref. Co. pf.	3,945,800		Oct. 10, '07	1 1/2					
67 1/2	45 1/2	69 1/2	Apr. 4	53	June 10	United States Rubber Co.	57,499,200		July 31, '13	1 1/2	Q	61 1/2	59 1/2	1 1/2	3,525
116	105 1/2	109 1/2	Apr. 9	98	June 10	United States Rubber Co. 1st pf.	57,500,800		July 31, '13	2	Q	104 1/2	104 1/2	1 1/2	700
85 1/2	75	81 1/2	Jan. 9	78 1/2	Feb. 13	United States Rubber Co. 2d pf.	731,300		July 31, '13	1 1/2	Q		78 1/2		
80 1/2	58 1/2	69 1/2	Jan. 2	49 1/2	June 11	United States Steel Corporation	508,495,200		June 28, '13	1 1/2	Q	62 1/2	58 1/2	1 1/2	300,450
117	107 1/2	110 1/2	Jan. 30	102 1/2	June 10	United States Steel Corporation pf.	300,314,700		May 29, '13	1 1/2	Q	108 1/2	107	1 1/2	4,575
67 1/2	52 1/2	60 1/2	Jan. 2	39 1/2	June 10	Utah Copper	15,821,700		June 30, '13	75c	Q	51	48 1/2	1 1/2	24,200
57 1/2	40 1/2	43 1/2	Jan. 3	22	July 1	VIRGINIA-CAROLINA CHEM. CO.	27,984,400		Feb. 15, '13	1 1/2	SA	26 1/2	25 1/2	1 1/2	1,500
122 1/2	114 1/2	114	Jan. 3	93	June 3	Virginia-Carolina Chemical Co. pf.	20,000,000		July 15, '13	2	Q	100	97	1 1/2	600
55	41	58	Feb. 13	51	Jan. 7	Virginia Iron, Coal & Coke	9,073,600					40	40		50
93	87	93	Apr. 25	89	July 24	Virginia Railway & Power	11,949,100		Apr. 10, '13	1 1/2	SA		52 1/2		
27 1/2	15	21 1/2	Jan. 24	11 1/2	Aug. 8	Virginia Railway & Power pf.	7,899,400		July 10, '13	2 1/2	SA		89		
87 1/2	70	90	Jan. 6	50	July 25	Vulcan Detinning Co.	2,000,000				</				

# Week's Bond Trading

Week Ended Aug. 9

Total Sales \$7,950,000 Par Value

R'ge for '12.	R'ge for '13.		High.	Low.	Last.	Sales.	R'ge for '12.	R'ge for '13.		High.	Low.	Last.	Sales.
88 1/4	81	82 1/4	79	79	79	2	103 1/4	95	100	95	95	95	4
67 1/4	52	61	47 1/2	47 1/2	47 1/2	15	91 1/4	88	89	84	85 1/2	85 1/2	4
102 1/4	100 1/4	101 1/4	91	91	91	5	102 1/4	99 1/4	99 1/4	97 1/4	97 1/4	97 1/4	1
82	72 1/2	76 1/2	70	70	70	5	86 1/4	85 1/4	86 1/4	82 1/4	82 1/4	82 1/4	1
98 1/4	96 1/4	97 1/4	95	95	95	1	90 1/4	89 1/4	90	88 1/4	88 1/4	88 1/4	1
106 1/4	102 1/4	105 1/4	101	101	101	6	84 1/4	79 1/4	81 1/4	74	76 1/2	76 1/2	7
91 1/4	88 1/4	90	86	86	86	1	89 1/4	85 1/4	87	79 1/2	80 1/2	80 1/2	9
103 1/4	100 1/4	103 1/4	98 1/2	98 1/2	98 1/2	57	97	92 1/4	95	89 1/2	90 1/2	90 1/2	3
91 1/4	88	90 1/4	81	81	81	14	108 1/4	104 1/4	106 1/4	103	104	104	1
81 1/4	76 1/4	79 1/4	70	70	70	3	100 1/4	95 1/4	100	95 1/4	95 1/4	95 1/4	2
92 1/4	90 1/4	92	89 1/2	89 1/2	89 1/2	14	75 1/4	70	70 1/4	64	68	68	1 1/2
100 1/4	96 1/4	98 1/4	92 1/2	92 1/2	92 1/2	45	89 1/4	74	88	77 1/2	81	82	17
107 1/4	100 1/4	103 1/4	92 1/2	92 1/2	92 1/2	22	100 1/4	96 1/4	99 1/4	91	93	93	1
110 1/4	105	105 1/4	93	93	93	11	81	77 1/4	78	75	75	75	1
94	90 1/4	92	85 1/4	85 1/4	85 1/4	8	101 1/4	98	99 1/4	94	94 1/4	94 1/4	4 1/2
92 1/4	87 1/4	88	83	83	83	15	95	86	87	45	48 1/4	48 1/4	3
111	104 1/4	105 1/4	98	98	98	41	103 1/4	97	103	98 1/4	98 1/4	98 1/4	2
96 1/4	94 1/4	95 1/4	87	87	87	16	88 1/4	85 1/4	87 1/4	80 1/4	82	81	2
96 1/4	91	92 1/4	86 1/4	86 1/4	86 1/4	10	100	99 1/4	100	99 1/4	99 1/4	99 1/4	2
99 1/4	95 1/4	97 1/4	89 1/2	89 1/2	89 1/2	64	96 1/4	90 1/4	91 1/4	87 1/2	89 1/2	89 1/2	22
93 1/4	90 1/4	91 1/4	88	88	88	14	100 1/4	97 1/4	99 1/4	93 1/4	94 1/4	94 1/4	1
91 1/4	88 1/4	90 1/4	86 1/4	86 1/4	86 1/4	2 1/2	85	78 1/4	83	76 1/2	79	79	45
102 1/4	95 1/4	96 1/4	92 1/4	92 1/4	92 1/4	6	104 1/4	101 1/4	103 1/4	100 1/4	101 1/4	101 1/4	24
87 1/4	85	86 1/4	79 1/4	79 1/4	79 1/4	18	89 1/4	84 1/4	86 1/4	82	82 1/4	82 1/4	12
102 1/4	101	102 1/4	100	100	100	5	132 1/4	123	126	107	111 1/4	111 1/4	100
94 1/4	87 1/4	92 1/4	84 1/4	84 1/4	84 1/4	291	96	92	92 1/4	85	85	85	4
106 1/4	102 1/4	103 1/4	99 1/4	99 1/4	99 1/4	13	81 1/4	76	79	72 1/4	75	74 1/4	5
103 1/4	100 1/4	102 1/4	99 1/4	99 1/4	99 1/4	26	59 1/4	51 1/4	60 1/4	51 1/4	54 1/4	54 1/4	128
101 1/4	98 1/4	100 1/4	96 1/4	96 1/4	96 1/4	7	100 1/4	96 1/4	98	95 1/4	96 1/4	96 1/4	10
107 1/4	105 1/4	106 1/4	101 1/4	101 1/4	101 1/4	7	114 1/4	110 1/4	111 1/4	108	108 1/4	108 1/4	1
92	88 1/4	89 1/4	89	89	89	5	100 1/4	95 1/4	98 1/4	85 1/4	85 1/4	85 1/4	23
94	91 1/4	92 1/4	85 1/4	85 1/4	85 1/4	7	107	102 1/4	104	98 1/4	104	104 1/4	25
96 1/4	94	96	91	91	91	12	118	107 1/4	112 1/4	99	105	105	5
96 1/4	91 1/4	97	91 1/4	91 1/4	91 1/4	15	94	91 1/4	92 1/4	88	88 1/4	88 1/4	1
107	104 1/4	118 1/4	112 1/4	112 1/4	112 1/4	2	100 1/4	97 1/4	98 1/4	91 1/4	93 1/4	93 1/4	85
122 1/4	118	119 1/4	112 1/4	112 1/4	112 1/4	7	70 1/4	67 1/4	68 1/4	63 1/4	65 1/4	65 1/4	10 1/2
97	94	96 1/4	90	90	90	15	86	84	84	76	76	76	1
102	99	101	91 1/4	91 1/4	91 1/4	5	113 1/4	111	112 1/4	108 1/4	109	109	1
94	92	92 1/4	79	79	79	28	95	90 1/4	93 1/4	89 1/4	88 1/4	88 1/4	7
72 1/4	66 1/4	68	64	64	64	2	112	108 1/4	109	103 1/4	105 1/4	105 1/4	3
98 1/4	94 1/4	96 1/4	93	93	93	135	92 1/4	89 1/4	91 1/4	87	87	87	1
97 1/4	94 1/4	96 1/4	90 1/4	90 1/4	90 1/4	29	104 1/4	100	101 1/4	98	99	99	5
100 1/4	97 1/4	98 1/4	93 1/4	93 1/4	93 1/4	2	101 1/4	98 1/4	101	95	97 1/4	98	9
88	83 1/4	85 1/4	82 1/4	82 1/4	82 1/4	7	97 1/4	96 1/4	97 1/4	95 1/4	96 1/4	96 1/4	69 1/2
83	75	77 1/4	71	71	71	2	98 1/4	96	96 1/4	94	95	95	1
90 1/4	86 1/4	89	80 1/4	80 1/4	80 1/4	240	104 1/4	101	102 1/4	98 1/4	101 1/4	101 1/4	2
92 1/4	90	91 1/4	86	86	86	5	104 1/4	101	102 1/4	98 1/4	99 1/4	99 1/4	5
102 1/4	100 1/4	100 1/4	99 1/4	99 1/4	99 1/4	1	103	101	102 1/4	98 1/4	99 1/4	99 1/4	1
107	101 1/4	106 1/4	100	100	100	148 1/2	94 1/4	92	93	88 1/4	90	90	11
95 1/4	92 1/4	94	85	85	85	24	98 1/4	97	98 1/4	95 1/4	96	96	1
106 1/4	104 1/4	105 1/4	101 1/4	101 1/4	101 1/4	3	120	120	121	97 1/4	97 1/4	97 1/4	49
87	83 1/4	85 1/4	78 1/4	78 1/4	78 1/4	26	98 1/4	96	97 1/4	91 1/4	93 1/4	93 1/4	43
108 1/4	104 1/4	107 1/4	100 1/4	100 1/4	100 1/4	22	93 1/4	90 1/4	92 1/4	88 1/4	91 1/4	91 1/4	15
96 1/4	92 1/4	94 1/4	84	84	84	43	111 1/4	108 1/4	108 1/4	108 1/4	108 1/4	108 1/4	6
90 1/4	86 1/4	88 1/4	78	78	78	81	100 1/4	102 1/4	106	100	102	102	2
94 1/4	89	90	72	72	72	162	82 1/4	77 1/4	82 1/4	78	79	79 1/4	23
73 1/4	64 1/4	66 1/4	49 1/4	49 1/4	49 1/4	12	81 1/4	74 1/4	76 1/4	65	70 1/4	70 1/4	7
105	102	102 1/4	98	98	98	12	88 1/4	74 1/4	82 1/4	50 1/4	52 1/4	55 1/4	103
104 1/4	102 1/4	105	105	105	105	15	84 1/4	79 1/4	80 1/4	73	80 1/4	80 1/4	10
93 1/4	90	92 1/4	89	89	89	38	92 1/4	89	90	84 1/4	86	85 1/4	22
93 1/4	91	92 1/4	87 1/4	87 1/4	87 1/4	5	84 1/4	79	81	76	77 1/4	77 1/4	3
85 1/4	72 1/4	85	77 1/4	77 1/4	77 1/4	3	122	122	119 1/4	117 1/4	117 1/4	117 1/4	2
97 1/4	93	94 1/4	89	89	89	7	104 1/4	104 1/4	104 1/4	99 1/4	100 1/4	100 1/4	17
98 1/4	93	94 1/4	90 1/4	90 1/4	90 1/4	3	115 1/4	113	113	108 1/4	108 1/4	108 1/4	1
99 1/4	97 1/4	99 1/4	93 1/4	93 1/4	93 1/4	3	87 1/4	84 1/4	85 1/4	79 1/4	80 1/4	80 1/4	3
99	96 1/4	98	95 1/4	95 1/4	95 1/4	11	84 1/4	74 1/4	77 1/4	68 1/4	74	74 1/4	97
90 1/4	83 1/4	89	85	85	85	2	83	77	79	73	74	76	5
78 1/4	68	70	54 1/4	54 1/4	54 1/4	8	100	98 1/4	101	98	98 1/4	98 1/4	7
79 1/4	63	75 1/4	68	68	68	1	96	88	98	87 1/4	89 1/4	89 1/4	4
94 1/4	84 1/4	90	79 1/4	79 1/4	79 1/4	6	97	90 1/4	93 1/4	84	88	88	262
90	85 1/4	87	82	82	82	5	95 1/4	92 1/4	94 1/4	86 1/4	86 1/4	86 1/4	1
91 1/4	81	82 1/4	66	66	66	732	95 1/4	92 1/4	94 1/4	86 1/4	86 1/4	86 1/4	1
80 1/4	75	77 1/4	65	65	65	243	107	104	107 1/4	101	102 1/4	102 1/4	35
79 1/4	73 1/4	76	66 1/4	66 1/4	66 1/4	2	79 1/4	76 1/4	78 1/4	72 1/4	73 1/4	75	59
112 1/4	106	108	102	102	102	1	107	104	104 1/4	100	100	100	20
84	80	82	75 1/4	75 1/4	75 1/4	5	111	107 1/4	107	103	103	103	1
104 1/4	102	105 1/4	101 1/4	101 1/4	101 1/4	21	101	101	100 1/4	93	93	93	14
100 1/4	98 1/4	100	97 1/4	97 1/4	97 1/4	11	103 1/4	101 1/4	103	99 1/4	99 1/4	99 1/4	1
101 1/4	99 1/4	100 1/4	97	97	97	2	102 1/4	94 1/4	100 1/4	94 1/4	99	99	53
92 1/4	88 1/4	89 1/4	81 1/4	81 1/4	81 1/4	4	110 1/4	106	107 1/4	100	102	102	11
101 1/4	100	101 1/4	98 1/4	98 1/4	98 1/4	21	86	79 1/4	82 1/4	77 1/4	78 1/4	78 1/4	38
108 1/4	106 1/4	107	102 1/4	102 1/4	102 1/4	1	80 1/4	70	76 1/4	63 1/4	71	70	108
105	102 1/4	105	102 1/4	102 1/4	102 1/4	239	94 1/4	90	91 1/4	80	84	84	15
84 1/4	78	81 1/4	71 1/4	71 1/4	71 1/4	85	69 1/4	53 1/4	57 1/4	47 1/4	53	53	1
70 1/4	63	66 1/4	56 1/4	56 1/4	56 1/4	1	96 1/4	94	93 1/4	87	89 1/4	90 1/4	37
82 1/4	77 1/4	79 1/4	75 1/4	75 1/4	75 1/4	6	102 1/4	98 1/4	99 1/4	95	95 1/4	95 1/4	8 1/2
93 1/4	88 1/4	89 1/4	83 1/4	83 1/4	83 1/4	43	97 1/4	95 1/4	95 1/4	88 1/4	92	92 1/4	13
113	111 1/4	113 1/4	104	104	104	2	104						



## Week's Bond Trading---Continued

R'ge for '12.	R'ge for '13.				
High.	Low.	High.	Low.	Last.	Sales.
101	97	98 1/4	93	West Shore 4s.....	95 1/4 95 95 9
96	92 1/4	94	87 1/4	West. E. & M. conv. 5s.....	89 1/4 89 89 54
93 1/4	89 1/4	91 1/4	84	Wisconsin Central 4s.....	86 1/4 86 1/4 86 1/4 10

Total sales .....\$7,624,000

## U. S. Government Bonds

High.	Low.	High.	Low.	Last.	Sales.
114 1/4	113 1/4	114 1/4	110	Fours, registered.....	110 1/4 110 1/4 1
102 1/4	101 1/4	103 1/4	99 1/4	Panama 3s, coupon.....	99 1/4 99 1/4 14

Total sales .....\$20,000

## Foreign Government Bonds

High.	Low.	High.	Low.	Last.	Sales.
100	95 1/4	99 1/4	96	Argentine Gov. 5s.....	96 1/4 95 1/4 95 1/4 2
93 1/4	89 1/4	90 1/4	83 1/4	Japanese 4 1/2s.....	88 1/4 87 1/4 88 1/4 24
93	88 1/4	89 1/4	82 1/4	Japanese 4 1/2s, Second Series.....	87 1/4 87 1/4 15
104	101 1/4	102 1/4	99 1/4	Republic of Cuba 5s.....	100 1/4 100 1/4 14
97 1/4	95 1/4	95 1/4	90	United States of Mex. s. f. 5s. 90	90 90 2

Total sales .....\$57,000

R'ge for '12.	R'ge for '13.				
High.	Low.	High.	Low.	Last.	Sales.
103	100 1/4	102 1/4	97	N. Y. State 4s, 1961.....	97 1/4 97 1/4 97 1/4 5
60	46	59	42	Va. def. 6s, B. B. & Co. cts.....	48 1/4 48 1/4 48 1/4 20

Total sales .....\$25,000

## New York City Issues

High.	Low.	High.	Low.	Last.	Sales.
100 1/4	96 1/4	97 1/4	91 1/4	4s, 1957.....	91 1/4 91 1/4 91 1/4 1
100 1/4	95 1/4	97 1/4	90 1/4	4s, 1959.....	91 1/4 91 1/4 91 1/4 16
100 1/4	95 1/4	97 1/4	90 1/4	4s, 1958.....	91 1/4 91 1/4 91 1/4 8
107 1/4	103 1/4	105 1/4	100	4 1/2s, 1957.....	101 1/4 101 1/4 101 1/4 32
107 1/4	100	105 1/4	99 1/4	4 1/2s, 1957, new.....	101 1/4 101 1/4 101 1/4 12
107 1/4	100 1/4	105 1/4	99 1/4	4 1/2s, 1963, temp. recs.....	100 1/4 100 1/4 100 1/4 170
103	99 1/4	100 1/4	99 1/4	4 1/2s, 1963, reg.....	100 1/4 100 1/4 100 1/4 1
103	99 1/4	100 1/4	95 1/4	4 1/2s, 1960.....	95 1/4 95 1/4 95 1/4 13

Total sales .....\$253,000

Grand total .....\$7,950,000

## Transactions on the New York Curb

Week Ended Aug. 9

Industrials						Mining						State Securities					
Total Sales.	High.	Low.	Range.	Net Ch'ge.		Total Sales.	High.	Low.	Range.	Net Ch'ge.		Total Sales.	High.	Low.	Range.	Net Ch'ge.	
250..Am. Writing Paper.. 1 1/4	1	1 1/4	1 1/4	1 1/4	..	4,900..Alaska G. M. f. p. .... 10 1/4	18	19 1/4	19 1/4	19 1/4	..	2,000..McKinley-Darrach. 1 15-16	1 15-16	1 15-16	1 15-16	1 15-16	..
750..Anglo-Am. Oil..... 20	19 1/4	19 1/4	19 1/4	19 1/4	..	64,300..Arizona Belmont..... 30	30	30 1/4	30 1/4	30 1/4	..	7,000..Nevada Hills..... 90	85	87	87	87	..
1,700..British-Am. Tob..... 23	22 1/4	22 1/4	22 1/4	22 1/4	..	2,800..Beaver Con..... 32	31	32	32	32	..	2,185..Nipissing Mines..... 9	8 1/2	9	9	9	..
105..Houston Oil..... 16 1/4	16 1/4	16 1/4	16 1/4	16 1/4	..	8,450..Big Four..... 42	40	42	42	42	..	1,155..Pueblo S. & R. w. l. 2 3-16	2 1/4	2 1/4	2 1/4	2 1/4	..
75..Maxwell Motors..... 4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	..	2,850..Bradford Copper..... 6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	..	3,350..Stewart Mining..... 1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	..
50..Maxwell Motor 1st pf. 3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	..	690..Brit. Col. Copper..... 2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	..	55,000..Tonopah Merger..... 76	69	72	72	72	..
25..Maxwell Motor 2d pf. 10	10	10	10	10	..	1,300..Buffalo Mines..... 2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	..	300..Tonopah Extension..... 2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	..
300..Marconi of Am., new 4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	..	100..Butte & New York..... 1	1	1	1	1	..	400..Tonopah M. of Nev..... 4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	..
920..Meyers Gas Gener..... 6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	..	26,900..Canadian Gold Silver..... 25	25	25	25	25	..	600..Tularosa..... 1/2	1/2	1/2	1/2	1/2	..
310..Standard Oil of N. J. 370	368	370	370	370	..	2,000..C. O. D. Cons..... 3	3	3	3	3	..	800..Tuolumne Copper..... 1	15-16	15-16	15-16	15-16	..
800..Tobacco Products pf. 86 1/4	85 1/4	86 1/4	86 1/4	86 1/4	..	100..Davis-Daly Copper..... 2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	..	11,000..West End Cons..... 1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	..
1,650..Un. Cig. Stores, w. l. 84 1/4	83	84 1/4	84 1/4	84 1/4	..	1,075..El Paso, new..... 3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	..	*Cents per share.					
50..U. S. L. & H., new..... 7	7	7	7	7	..	9,200..Ely Consolidated..... 8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	..	Bonds					
20..U. S. L. & H. pf., new 50	47	50	50	50	..	200..Florence..... 27	25	27	27	27	..	\$13,000..B. R. T. 5% notes..... 95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	..
50..Wileys Overland..... 60	60	60	60	60	..	3,040..Goldfield Con..... 1 11-16	19-16	19-16	19-16	19-16	..	22,000..Chl. El. new 5s..... 95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	..
Railroads						2,750..Greene-Canaan..... 7 1/4	6 1/4	6 1/4	6 1/4	6 1/4	..	6,000..Mason Valley 6s..... 85	82	85	85	85	..
2,950..Manhattan Translt. 1 11-16	1 1/4	1 1/4	1 1/4	1 1/4	..	100..Halifax Tonopah..... 1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	..	30,000..N. Y. C. 4 1/2s, 1962..... 95	95	95	95	95	..
31,000..N.Y. N. H. & H. rts. 2 1-16	1 1/4	2	2	2	..	500..Jumbo Extension..... 12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	..	1,540,000..N. Y. N. H. & H.	100 1/4	100 1/4	100 1/4	100 1/4	..
26,000..So. Pac. cts. of Int. 96	93 1/4	94 1/4	94 1/4	94 1/4	..	1,900..Kerr Lake..... 3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	..	deb. 6s, w. l. .... 100 1/4	100 1/4	100 1/4	100 1/4	100 1/4	..
50,000..Union Pacific rights..... 9-16	13-16	13-16	13-16	13-16	..	1,945..La Rose Com..... 2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	..						

## Transactions on Other Markets

Below Will Be Found Transactions and High, Low and Last Prices Reported Last Week on Various Markets Elsewhere Than in New York. For Mining Stocks and Public Utilities See Under Those Classifications

## Industrials, Miscellaneous, Etc.

Stock.	Market.	Sales.	High.	Low.	Last.
Alabama Co.....	Baltimore	50	6 1/4	6 1/4	6 1/4
Alaska Packers.....	San Fran.	55	80	80	80
Amalgamated Oil.....	Los Angeles	10	85	85	85
Am. Agr. Chem.....	Boston	150	47	46	47
Am. Agr. Chem. pf.....	Boston	245	94	93 1/4	93 1/4
Am. Can.....	Chicago	1,800	34 1/4	32	33
Am. Can pf.....	Chicago	550	93 1/4	92 1/4	93
Am. Multigraph.....	Cleveland	25	17 1/4	17 1/4	17 1/4
Am. Pneu. Service.....	Boston	150	3 1/4	3 1/4	3 1/4
Am. Pneu. Ser. 2d pf.....	Boston	45	20	19 1/4	19 1/4
Am. Radiator pf.....	Chicago	11	130	130	130
Am. Rolling Mill.....	Cincinnati	50	170	170	170
Am. Rolling Mill pf.....	Cincinnati	65	112	112	112
Am. Sewer Pipe.....	Boston	50	11	11	11
Am. Shipbuilding pf.....	Chicago	20	98	97 1/4	97 1/4
Am. Sugar.....	Boston	405	111	110	110
Am. Sugar pf.....	Boston	227	114 1/4	113	114
Am. Wool pf.....	Boston	151	76 1/4	76	76 1/4
Ames-Holden.....	Montreal	210	15	14	14
Ames-Holden pf.....	Montreal	53	70 1/4	70	70 1/4
Anacostia & Pot. 5s.....	Balto.	\$2,000	98	98	98
Associated Oil.....	San Francisco	145	40 1/4	40 1/4	40 1/4
Atlantic, G. & W. L.....	Boston	160	8 1/4	7 1/4	7 1/4
Atlantic, G. & W. L. pf.....	Boston	180	16	14	16
Atlanta, G. & W. L. 5s.....	Boston	\$5,000	60 1/4	60 1/4	60 1/4
Baldwin Loco. 1st 5s.....	Phila.	\$10,000	103	102 1/4	103
Beth. Steel 1st 5s.....	Phila.	\$1,000	93 1/4	93 1/4	93 1/4
Beth. Steel ref. 5s.....	Phila.	\$2,000	82 1/4	82 1/4	82 1/4
Booth Fish. pf.....	Chicago	10	77	77	77
Brewing Ass'n 6s.....	St. Louis	\$5,000	99	99	99
Brit. C. Cannery.....	Montreal	20	33 1/4	33 1/4	33 1/4
Brit. C. Packers.....	Montreal	75	137	134	137
Brit. C. Packers.....	Toronto	130	138	126	138
Burt, F. N.....	Toronto	25	79	79	79
Burt, F. N. pf.....	Toronto	79	95	94	96
Cal. Wine Assn.....	San Fran.	175	51	49	51
Cambria Iron.....	Philadelphia	170	41 1/4	41 1/4	41 1/4
Cambria Steel.....	Philadelphia	697	47 1/4	46	47
Canada Bread.....	Toronto	287	19	17 1/4	19
Canada Bread Bonds.....	Toronto	\$4,400	90	89 1/4	90 1/4
Canada Car.....	Montreal	20	68	67	68
Canada Car pf.....	Montreal	25	106	107	108
Canada Car 6s.....	Montreal	\$1,000	104 1/4	104 1/4	104 1/4
Canada Cement.....	Montreal	3,138	32 1/4	31	32 1/4
Canada Cement.....	Toronto	65	32 1/4	31 1/4	32 1/4
Canada Cement pf.....	Montreal	415	90 1/4	89	90
Canada Cement 6s.....	Montreal	\$10,000	96	95	96
Canada Converters.....	Montreal	25	40	40	40
Canada Cottons.....	Montreal	135	86	85 1/4	86
Canada Cottons pf.....	Montreal	222	76 1/4	73	76 1/4
Canada Gen. Elec.....	Montreal	1	108 1/4	108 1/4	108 1/4
Canada Gen. Elec.....	Toronto	180	108 1/4	107	108
Canada Loco. pf.....	Montreal	5	89	88	89
Canada Loco. pf.....	Toronto	50	89 1/4	88 1/4	89 1/4
Chicago Pneu. Tool.....	Chicago	187	52 1/4	52	52 1/4
Chicago Pneu. Tool 5s.....	Chicago	\$3,000	89 1/4	88 1/4	89 1/4

Stock.	Market.	Sales.	High.	Low.	Last.
Chl. Ry. Equip.....	St. Louis	10	80	80	80
Can. Rubber pf.....	Montreal	5	95	95	95
Cleveland Worsted Mill.....	Clev.	10	124	124	124
C. & S. Brewing 6s.....	Cleve.	\$6,000	82 1/4	82 1/4	82 1/4
Consol. Coal.....	Baltimore	144	94	93	94
Consol. Coal cv. 6s.....	Balto.	\$39,000	99 1/4	99	99
Consol. Coal ref. 5s.....	Balto.	\$2,000	86 1/4	86 1/4	86 1/4
Corn Prod.....	Chicago	100	10 1/4	10 1/4	10 1/4
Cotton Duck 5s.....	Baltimore	\$24,000	67 1/4	66 1/4	67 1/4
Crucible Steel.....	Pittsburgh	1,500	15 1/4	14 1/4	15 1/4
Crucible Steel pf.....	Pittsburgh	210	94	91	94
D. H. Holmes, Ltd.....	N. O.	9	140	140	140
Dayton Brewing Co. 6s.....	Cleve.	\$10,000	75	75	75
Diamond Match.....	Chicago	385	102	99 1/4	102
Dominion Bridge.....	Montreal	130	117	115	116
Dominion Can.....	Toronto	55	32 1/4	31 1/4	31 1/4
Dominion Can pf.....	Montreal	15	67	66	68
Dominion Can pf.....	Toronto	19	68	67 1/4	68
Dominion Can pf. 6s.....	Toronto	\$3,000	99	98	98
Dominion Coal pf.....	Montreal	51	105 1/4	103 1/4	105 1/4
Dominion Coal 5s.....	Boston	\$1,000	97 1/4	97 1/4	97 1/4
Dominion Coal 5s.....	Montreal	\$3,000	97	97	97
Dom. I. & S. pf.....	Montreal	56	95 1/4	94	95 1/4
Dom. I. & S. pf.....	Toronto	2	93 1/4	93 1/4	93 1/4
Dom. I. & S. 5s.....	Montreal	\$9,000	90 1/4	90 1/4	90 1/4
Dominion Steel.....	Montreal	1,500	44 1/4	44	44 1/4
Dominion Steel.....	Toronto	10	44 1/4	44 1/4	44 1/4
Dominion Textile.....	Montreal	130	80	79 1/4	79 1/4
Dominion Textile pf.....	Montreal	116	100	99	100
Domln. Textile 6s "B".....	Mont.	\$10,000	100	100	100
East Boston Land.....	Boston	95	11	10	11
Elec. Storage Battery.....	Phila.	215	47 1/4	46 1/4	47 1/4
Gen. Asphalt.....	Philadelphia	1,191	36 1/4	34 1/4	35 1/4
Gen. Asphalt pf.....	Philadelphia	450	75	73	73
Gen. Electric.....	Boston	379	141 1/4	140 1/4	141
Goodyear pf.....	Cleveland	79	100	99	99 1/4
G. B. S. Brewing 4s.....	Balto.	\$2,000	40	40	40
Grasselli Chem. pf.....	Cleveland	83	105	105	105
Great Lakes Towing.....	Cleveland	50	13 1/4	13 1/4	13 1/4
Hawai Sugar.....	San Franc.	125	20 1/4	20 1/4	20 1/4
Hoester Col. Bwg. Co. 6s.....	Cleve.	\$5,000	59 1/2	59	59
Houston Oil cfs.....	Baltimore	603	17 1/4	16 1/4	16 1/4
Houston Oil cfs. pf.....	Baltimore	287	57 1/4	56 1/4	57 1/4
Illinois Brick.....	Chicago	60	65	64 1/2	65
Indep. Brewing.....	Pittsburgh	750	6	6	6 1/4
Indep. Brew. pf.....	Pittsburgh	260	33 1/4	33 1/4	33 1/4
Indep. Brew. 6s.....	Pittsburgh	\$1,000	80	80	80
Inter-Lake S. S. Co.....	Cleve.	260	98	97 1/4	98
Internat. Shoe pf.....	St. Louis	19	108	108	108
K. C. Brewing.....	Cleve.	300	7 1/4	7	7 1/4
La Bells Iron.....	Pittsburgh	100	47 1/4	47 1/4	47 1/4
La Bells Iron pf.....	Pittsburgh	10	120 1/2	120 1/2	120 1/2
La Fourche Levee 5s.....	N. O.	\$2,000	101	101	101
Lake of Woods.....	Montreal	10	125	125	125
Lake Superior Corp.....	Phila.	118	24 1/2	23 1/2	23 1/2
Launston MonoType.....	Wash.	25	79 1/4	79 1/4	79 1/4
Laurentide Paper.....	Montreal	214	147 1/2	140	141
Laurentide Paper.....	Toronto	100	145	142	144 1/4
Laurentide Paper rts.....	Mont.	1,541	15 1/4	11	13
Lehigh Coal & Nav.....	Phila.	81	84 1/4	84	84 1/4
Lehigh Coal & Nav. cfs.....	Phila.	125	84 1/4	84 1/4	84 1/4

## MORE ABOUT ATCHISON'S BONDS

## The Mayor Is Now Negotiating to Refund Them with a 5 Per Cent

The rather bungling attempt of the city of Atchison, Kansas, to force the holders of a maturing issue of bonds to accept a new issue of fours at par at a time when investors are holding back from good bonds yielding five, has evidently been given up, and the administration is now negotiating for refunding with fives. The following letter has been received by bond houses in New York:

On July 1, 1883, the City of Atchison issued \$200,000 in refunding bonds, to refund outstanding indebtedness. These bonds were to run for a period of thirty years, bearing interest at the rate of 4 per cent. per annum, payable semi-annually, at the office of the City Treasurer at the City of Atchison. By the terms of these bonds a two mills levy was to be made on the assessed valuation of the city for taxation purposes, whereby a sinking fund was to be created and the fund used to pay this indebtedness. The laws of the State of Kansas relative to assessment of real and personal property for taxation were construed by assessors so as to enable them to return the lowest possible valuation and assessment. The result was that up to 1907 (when the law was changed, requiring assessment at full value) the aggregate property, both real and personal, of the City of Atchison was valued for taxation at about \$2,000,000 per annum, but since 1907 the same has been assessed at upwards of \$16,000,000 per annum. It will be seen that a two mills levy on \$2,000,000 valuation, if none were delinquent, would produce only about \$4,000 per annum and would not produce a sufficient sum to pay this issue of bonds at maturity, although, of course, the maturing interest was promptly paid. A two mills levy on the present valuation would produce more than \$32,000 per annum and will easily enable the city to meet its obligations. The assessed valuation of the city for the current year, for taxation, is \$16,073,026; the total outstanding bonded indebtedness

of the city, including that which matured July 1, 1913, is \$739,150.

Two actions have been commenced in the Supreme Court of this State, to require the City of Atchison to levy a tax on the taxable property of this city to pay these bonds which matured July 1, 1913, and it is probable that the court will issue a peremptory order of mandamus, requiring such levy to be made, but distributed over several years, and installments sent annually to the holders of the outstanding matured bonds, with interest added at the rate of 4 per cent. per annum. The City of Atchison prefers to make and distribute a new bond in lieu of the matured bonds, the new issue to be dated July 1, 1913, running for a period of twenty years, bearing 5 per cent. interest, payable semi-annually, callable, however, after five years in numerical order, commencing with bond number one. A tax levy to create a sinking fund, which will enable the city to pay these bonds at maturity and to call in and cancel practically all of the bonds before maturity, will be made annually. As has been said, the assessed valuation of the City of Atchison, for taxation purposes, is upwards of \$16,000,000; its total outstanding bonded indebtedness is \$739,150. Its percentage of indebtedness, based upon its taxable valuation, is the lowest of any city of the first class in the State of Kansas. The city is one of the oldest in the State. It is in no sense a "boom" town. The growth of the city has been slow, but substantial, and property values are steadily, slowly increasing. There can be no better loan offered an investor in municipal bonds than those of the City of Atchison bearing interest at the rate of 5 per cent. per annum.

The purpose of this letter is to inquire whether you, as a holder of a part of the issue of 1883, are willing to exchange at par value the bonds you have for those proposed to be issued, and above described, rather than take your money in several annual installments, with interest added at the rate of 4 per cent. per annum.

Will you kindly let the undersigned hear from you on the subject as early as convenient?

Yours truly,

C. C. FINNEY, Mayor,  
WALTER E. BROWN, City Attorney,  
VICTOR L. KING, City Clerk,  
Special Committee.

We, the undersigned, bankers of the City of Atchison, beg to state that we have carefully read the foregoing letter, and unqualifiedly indorse the correctness

of the statements therein contained, concerning the financial condition of the city. We are satisfied that the loan offered in exchange for matured bonds is exceptionally gilt edged, and we recommend to any one desiring an absolutely safe 5 per cent. loan the bonds of the City of Atchison above described.

W. J. BAILEY,

Vice President Exchange National Bank.

EDWARD PERDUE,

President First National Bank.

T. M. WALKER,

President Atchison Savings Bank.

LOUIS W. VOIGT,

President German-American State Bank.

In reply to the Mayor's letter, Vice President Bayne of the Columbia-Knickerbocker Trust Company sent the following:

We received from you a letter dated July 28, 1913, requesting us to inform you if we are willing to exchange at par value the bonds of the City of Atchison, held by us, for bonds of the new issue described in your letter.

At the time of the argument of our application for a mandamus, it was stated to the court by counsel for the city that the city considered itself able to demonstrate that the bonds now sought to be called in for exchange were invalid and void.

If this statement was advisedly made, it has an important bearing upon the proposal which you now make to us to accept new bonds, since a municipality which, after paying the interest for thirty years and allowing its bonds to pass from hand to hand in the regular course of business on the faith of the written contents thereof, finally seeks to raise a question as to their validity, cannot expect investors to place entire confidence in its attitude towards its obligations. Moreover, such an assertion at this time, in open court, is a sort of public notice which might afford some excuse for questioning the validity of the new bonds, as an issue of bonds not binding since without consideration. Before considering your request, therefore, we must ask you promptly to advise us as to the actual attitude of your city towards its bonds which are now in our hands.

Yours faithfully,

HOWARD BAYNE, Vice President,  
Hon. C. C. FINNEY, Mayor,  
The City of Atchison, Kansas.

## INDUSTRIALS—Continued

Stock.	Market.	Sales.	High.	Low.	Last.
Spanish R. P. & G. .... Toronto		1,455	31	26 1/2	27
Spanish R. P. & G. pf. .... Mont.		2	83	83	83
Spanish R. P. & G. bds. .... Tor.		\$1,000	75	78	78
St. Lawrence & C. Nav. .... Tor.		40	120	119 1/2	120
Steel Co. of Canada. .... Toronto		50	19	19	19
Steel Co. of Canada pf. .... Tor.		2	84 1/2	84 1/2	84 1/2
Steel Co. of Canada 6s. .... Mont.		\$2,000	94	94	94
Steel Co. of Canada 6s. .... Tor.		\$1,000	93 1/2	93 1/2	93 1/2
Swift & Co. .... Chicago		706	105	104 1/2	105
Swift & Co. .... Boston		586	105 1/2	104	105 1/2
Torrington .... Boston		115	27	27	27
Tooke Bros. pf. .... Montreal		25	84 1/2	84	84
Tuckett's Tobacco. .... Montreal		90	40 1/2	40	40 1/2
Tuckett's Tobacco. .... Toronto		10	40 1/2	40 1/2	40 1/2
Tuckett's Tobacco pf. .... Mont.		29	95	95	95
Union Carbide. .... Chicago		145	161	156	160 1/2
Union Carbide rights. .... Chicago		754	6	5 1/2	5 1/2
Union Oil. .... Los Angeles		773	60	59	59 1/2
Union Prov. Oil. .... Los Angeles		130	73	73	73
Union Sand. .... St. Louis		4	70	69 1/2	70
Union S. & Signal. .... Pittsburgh		106	126 1/2	125 1/2	126 1/2
United Fruit. .... Boston		1,231	170 1/2	167 1/2	168
United Fruit 4 1/2s. .... Boston		\$1,000	94	94	94
United Petroleum. .... Los Angeles		105	73	73	73
United Shoe Mach. .... Boston		891	47 1/2	46 1/2	46 1/2
United Shoe Mach. pf. .... Boston		106	27 1/2	26 1/2	26 1/2
U. S. Steel. .... Chicago		12,790	62 1/2	58 1/2	61 1/2
U. S. Steel. .... Chicago		2,075	62 1/2	58 1/2	61 1/2
U. S. Steel. .... Philadelphia		51,475	62 1/2	58 1/2	61 1/2
U. S. Steel pf. .... Boston		123	108 1/2	108	108 1/2
U. S. Steel 6s. .... Phila.		\$1,000	100	100	100
Upon Nut pf. .... Cleveland		10	104	104	104
Upon Nut 6s. 1913. .... Cleve.		\$2,000	101 1/2	101 1/2	101 1/2
Valley Steamship. .... Cleveland		20	100 1/2	100 1/2	100 1/2
W. S. M. .... Cleveland		80	30	30	30
Waygamack P. & P. .... Montreal		43	26	25 1/2	25 1/2
Wmack P. & P. bds. .... Montreal		\$9,100	72	71	71
Welsbach 5s. .... Philadelphia		\$3,000	90 1/2	90 1/2	90 1/2
Whouse Air Brake. .... Pittsburgh		231	129 1/2	128 1/2	129 1/2
Whouse Electric. .... Pittsburgh		440	32 1/2	31 1/2	32
Whouse Elec. cv. 5s. .... Pittsb.		\$1,000	89	89	89
Whouse Machine. .... Pittsburgh		35	23 1/2	22	23 1/2
Westm'land Coal, war. .... Phila.		615	5	4 1/2	4 1/2
Wm. Cramp & Sons. .... Phila.		64	20	20	20

## State &amp; Municipal Bonds

Bonds.	Market.	Sales.	High.	Low.	Last.
City of Balt. 3 1/2s. '30. .... Balt.		\$3,000	89	89	89
City of Balt. 3 1/2s. '80. .... Balt.		\$3,000	81	81	81
City of Baltimore 4s. '54. .... Balt.		\$1,100	91	90 1/2	91
City of Baltimore 4s. '55. .... Balt.		\$400	91	91	91
City of Baltimore 4s. '58. .... Balt.		\$5,000	91	91	91
City of Baltimore 4s. '60. .... Balt.		\$900	91 1/2	90 1/2	91 1/2
City of Baltimore 4s. '61. .... Balt.		\$2,600	92 1/2	91	92 1/2
City of Baltimore 4s. '62. .... Balt.		\$3,700	92	91	92
City of N. Orleans 4s. .... N. Or.		\$19,000	92 1/2	92 1/2	92 1/2
City of N. O. prem. bds. .... N. Or.		\$1,880	255 1/2	255	255 1/2
State Louisiana 4s. .... N. Orleans		\$12,000	98 1/2	97 1/2	98
State La. 4s. reg. .... N. Orleans		\$1,000	96 1/2	96 1/2	96 1/2

## Banks, Etc.

Stock.	Market.	Sales.	High.	Low.	Last.
Alliance Insurance. .... Phila.		100	16	16	16
Bank of Commerce. .... Montreal		91	202	200	201 1/2
Bank of Commerce. .... St. Louis		50	126 1/2	126 1/2	126 1/2
Bank of Commerce. .... Toronto		68	202	200	201
Bankers' Trust. .... St. Louis		5	191 1/2	191 1/2	191 1/2
Ben Franklin Ins. .... Pittsburgh		25	100 1/2	100 1/2	100 1/2
Canada Landed. .... Toronto		5	157	157	157
Canada Perm. .... Toronto		186	182	180	182
Chicago Title & T. .... Chicago		40	205	205	205
Citizens' Bank. .... Chicago		4	42 1/2	42 1/2	42 1/2
Citizens' Bank & T. .... New Ori.		39	118	117	118
Cleveland Trust. .... Cleveland		55	238	237	237

Stocks.	Market.	Sales.	High.	Low.	Last.
Commercial Nat. .... Los Angeles		40	202	200	202
Dominion Bank. .... Toronto		217	214	213	213
Federal National. .... Washington		60	135 1/2	135	135
Fidelity & Deposit. .... Baltimore		36	187 1/2	187 1/2	187 1/2
First National. .... Los Angeles		5	650	650	650
German Nat. .... New Orleans		20	157	156	156
Hamilton Bank. .... Toronto		16	200	200	200
Hochelaga. .... Montreal		17	151	150	151
Howard Bank. .... Balto.		11	144 1/2	144	144 1/2
Imperial. .... Toronto		132	208	207 1/2	208
Ins. Co. of N. A. .... Phila.		101	22 1/2	22	22 1/2
Md. Motor Car Ins. .... Balto.		5	100	100	100
Merchants'. .... Montreal		25	184	183	184
Mer. & Mechanics'. .... Balto.		50	53	53	53
Mexican Trust. .... Balto.		4	100 1/2	100 1/2	100 1/2
Molson's. .... Montreal		14	190	185	190
Montreal. .... Montreal		58	228	227 1/2	228
Nationale. .... Montreal		70	133 1/2	133 1/2	133 1/2
Nova Scotia Bank. .... Montreal		60	251 1/2	251	251
Quebec Bank. .... Montreal		16	122	121	121
Royal Bank. .... Montreal		61	215 1/2	215	215
Royal Bank. .... Toronto		12	215 1/2	215	215 1/2
Standard Bank. .... Toronto		66	208	207	207
State Bank & T. .... Cleve.		10	105 1/2	105 1/2	105 1/2
Title Guar. & T. .... St. Louis		15	69	69	69
Toronto. .... Toronto		22	204 1/2	204 1/2	204 1/2
U. S. Trust. .... Washington		70	136	133	136

## Railroads

Transactions and range of quotations of railroad stocks in markets other than New York:

Stocks.	Market.	Sales.	High.	Low.	Last.
Allegheny Valley 4s. .... Phila.		\$5,000	97 1/2	97 1/2	97 1/2
Atchison. .... Boston		5	98 1/2	98 1/2	98 1/2
Atchison pf. .... Boston		5	98 1/2	98 1/2	98 1/2
A. C. Line. .... Balto.		7	121	121	121
A. C. Line of Conn. .... Balto.		10	237 1/2	237 1/2	237 1/2
A. C. Line cv. 5s. .... Balto.		\$5,000	92 1/2	92 1/2	92 1/2
Baltimore & O. .... Phila.		100	96 1/2	96 1/2	96 1/2
Boston & Albany. .... Boston		34	197 1/2	195	197 1/2
Boston & Maine. .... Boston		507	68 1/2	67 1/2	68 1/2
Boston & Maine pf. .... Boston		15	100	100	100
Boston & Providence. .... Boston		8	250	250	250
Canadian Pacific. .... Montreal		815	216 1/2	215 1/2	216 1/2
Canadian Pacific. .... Toronto		34	215	215	215
Ches. & Ohio. .... Philadelphia		50	55 1/2	55 1/2	55 1/2
C. B. & Q. Jt. 4s. .... Boston		\$3,000	95	94 1/2	95 1/2
Ch. Jct. & S. Y. pf. .... Boston		10	105	105	105
C. J. & S. Y. 5s. 1915. .... Boston		\$1,000	98 1/2	98 1/2	98 1/2
Denver & Rio Grande. .... Phila.		50	30	30	30
Erie. .... Philadelphia		100	20 1/2	20 1/2	20 1/2
Fitchburg pf. .... Boston		66	102	100 1/2	101
Ga. Caro. & Nor. 5s. .... Balt.		\$2,000	102	102	102
Ga. So. & Fla. 5s. .... Balto.		\$4,000	101 1/2	101 1/2	101 1/2
Lehigh Valley. .... Phila.		72	75 1/2	75	75
Lehigh V. gen. con. 4s. .... Phila.		\$5,000	94	93 1/2	94
Maryland & Penn. R. R. .... Balto.		102	30	30	30
Missouri Pacific. .... Phila.		10	32 1/2	32 1/2	32 1/2
M. S. P. & S. S. M. .... Mont.		63	127 1/2	126	127 1/2
N. O. & G. Nor. 5s. .... Balt.		\$13,000	64	64	64
N. O. M. & G. 5s. .... Balto.		\$105,000	49 1/2	48 1/2	49 1/2
N. Y. Central. .... Phila.		25	98 1/2	98 1/2	98 1/2
N. Y. N. H. & H. .... Boston		7,831	101 1/2	99 1/2	101 1/2
N. Y. N. H. & H. rgs. .... Bos.		\$4,949	2-1-16	1 1/2	2-1-16
Northern Central. .... Balt.		3	115 1/2	115	115 1/2
Old Colony R. R. .... Boston		6	103	103	103
Phila. Rds. term. 5s. .... Phila.		\$1,000	113 1/2	113 1/2	113 1/2
Penn. R. R. .... Phila.		2,401	57-1-18	56 1/2	56 1/2
P. R. R. rts. \$15 paid. .... Phila.		25	21 1/2	21	21 1/2
Reading. .... Phila.		8,101	80 1/2	79 1/2	80 1/2
Reading gen. 4s. .... Phila.		\$6,000	95	94 1/2	95
Reading J. C. 4s. .... Phila.		\$1,000	93 1/2	93 1/2	93 1/2
Reading ext. imp. 4s. .... Phila.		\$1,000	97	97	97
Rock Island. .... Phila.		100	18	18	18
Sav. F. & W. 6s. .... Balt.		\$2,000	103	103	103
Seaboard Air Line. .... Balt.		225	19 1/2	19 1/2	19 1/2
Seaboard Air Line pf. .... Balt.		75	44 1/2	43	44 1/2

Stocks.	Market.	Sales.	High.	Low.	Last.
Seaboard A. L. 4s. stpd. .... Balt.		\$6,000	83	82 1/2	83
Shannon & Ariz. 6s. .... Boston		\$1,000	90	90	90
Southern Pacific. .... Philadelphia		85	93 1/2	91 1/2	93 1/2
Southern Ry. 5s. .... Baltimore		\$5,000	102 1/2	102 1/2	102 1/2
Southern Ry. .... Philadelphia		120	25	24 1/2	25
Union Pacific. .... Boston		80	152 1/2	149 1/2	152 1/2
Union Pacific. .... Philadelphia		10	152 1/2	152 1/2	152 1/2
West Jersey & S. S. .... Phila.		3	56	56	56

\*Ex Div.

## CONSOLIDATED STOCK EXCHANGE

For Week Ended Aug. 9, 1913.					
Sales.	First.	High.	Low.	Last.	
27,700 .AMAL COPPER .....	69 1/2	72 1/2	69 1/4	71 1/2	
300 .American Beet Sugar.....	25 1/2	28	25 1/2	26 1/2	
4,900 .American Can .....	32 1/2	34 1/4	31 1/2	33 1/4	
60 .American Car & Foundry .....	44 1/2	45 1/2	44 1/2	44 1/2	
940 .American Cotton Oil.....	42 1/4	44 1/2	42 1/4	43 1/2	
70 .American Locomotive.....	32 1/4	33	32 1/4	33	
10 .American Locomotive pf.101 .....	101	101	101	101	
316 .American Smelt. & Refin.....	63 1/2	64 1/2	63 1/4	64	
90 .American Sugar Refin. ....	110 1/2	111	109 1/2	110 1/2	
530 .Anaconda Copper Co.....	36 1/2	36 1/2	35 1/2	36	
1,030 .Atch. Top & Santa Fe.....	96 1/2	97 1/2	95 1/2	96 1/2	
240 .BALTIMORE & OHIO.....	95 1/2	97 1/2	95 1/2	96 1/2	
150 .Bethlehem Steel.....	35 1/4	35 1/4	35 1/4	35 1/4	
2,000 .Brooklyn Rapid Transit.....	87 1/2	89 1/2	87 1/2	89	
20 .CALIFORNIA PET .....	18 1/2	18 1/2	18 1/2	18 1/2	
2,150 .Canadian Pacific .....	216	217 1/2	214 1/4	216 1/4	
40 .Central Leather Co.....	23 1/2	24	23 1/2	24	
1,190 .Chesapeake & Ohio.....	53 1/2	55 1/2	53 1/2	55 1/2	
1,800 .Chicago, Mil & St. Paul.....	105	106	105	105 1/2	
40 .China Copper.....	40 1/2	40 1/2	40 1/2	40 1/2	
250 .Colorado Fuel & Iron.....	32 1/2	32 1/2	31 1/2	31 1/2	
30 .Consolidated Gas .....	131 1/2	131 1/2	131 1/2	131 1/2	
20 .Corn Products Refining.....	10 1/2	10 1/2	10 1/2	10 1/2	
1,100 .ERIE .....	27 1/2	29 1/2	27 1/2	28 1/2	
20 .Erie 1st pf.....	45 1/2	47	45 1/2	47	
10 .GENERAL ELECTRIC.....	141	141	141	141	
340 .Great Northern pf.....	125 1/2	128 1/2	125 1/2	128	
30 .ILLINOIS CENTRAL .....	107	107 1/2	106 1/2	107 1/2	
730 .Inter-Met. V. tr. cfs.....	15 1/2	16 1/2	15 1/2	16 1/2	
1,730 .Inter-Met. pf.....	53	60 1/2	53	60 1/2	
40 .KAN. CITY SOUTHERN.....	25 1/2	26 1/2	25 1/2	26 1/2	
1,400 .LEHIGH VALLEY .....	149 1/4	151 1/2	149 1/4	150 1/2	
100 .MEXICAN PET .....	60 1/2	60 1/2	57	57	
50 .Missouri, Kan. & Texas.....	23 1/2	23 1/2	23 1/2	23 1/2	
1,250 .Missouri Pacific .....	31 1/2	33 1/2	30 1/2	32 1/2	
10 .NAT. ENAM. & ST. CO. ....	13	13	13	13	
20 .Nevada Consol. Copper.....	16 1/2	16 1/2	16 1/2	16 1/2	
500 .New York Central .....	98 1/2	99 1/2	98	99	
60 .N. Y., N. H. & Hartford.....	100 1/2	100 1/2	98 1/2	99	
110 .N. Y., O. & Western.....	29 1/2	30 1/2	29 1/2	30 1/2	
640 .Northern Pacific .....	109 1/2	112	109 1/2	111	
530 .PENNSYLVANIA R. R.....	113 1/2	113 1/2	112 1/2	113	
20 .Pittsburgh Coal .....	19 1/2	19 1/2	19 1/2	19 1/2	
90 .RAY CONSOL COPPER .....	19 1/2	19 1/2	19 1/2	19 1/2	
50,900 .Reading .....	158 1/2	161 1/2	158 1/2	158 1/2	
30 .Republic Iron & Steel.....	23 1/2	25	23 1/2	25	
331 .Rock Island Co.....	16 1/2	18 1/2	16 1/2	17 1/2	
230 .Rock Island Co. pf.....	28	30	28	29 1/2	
4,710 .SOUTHERN PACIFIC.....	91 1/2	93 1/2	91 1/2	92 1/2	
230 .Southern Railway Ext.....	24 1/2	25 1/2	24 1/2	24 1/2	
50 .TENNESSEE COPPER.....	30 1/2	31 1/2	30 1/2	30 1/2	
20 .Texas & Pacific .....	17 1/2	17 1/2	16	16	
150 .Third Avenue .....	36 1/2	36 1/2	36 1/2	36 1/2	
10 .UNION BAG & PAP. CO .....	5 1/2	5 1/2	5 1/2	5 1/2	
51,200 .Union Pacific .....	148	152 1/2	148	152	
170 .United States Rubber.....	60 1/2	61 1/2	60 1/2	61	
4,700 .United States Steel .....	60	62 1/2	59 1/2	61 1/2	
30 .United States Steel pf.....	107 1/2	108 1/2	107 1/2	108 1/2	
330 .Utah Copper .....	49 1/2	50 1/2	49 1/2	50	
10 .VA-CAR CHEMICAL.....	25 1/2	26 1/2	25 1/2	26	
31 .WABASH .....	3 1/2	3 1/2	3 1/2	3 1/2	
11 .Wabash pf.....	8 1/2	8 1/2	8 1/2	8 1/2	
40 .Worthington E. & M.....	63	64	63	64	
10 .Woolworth (F. W.) CO.....	93 1/2	93 1/2	93 1/2	93 1/2	
106,000					



# Latest Earnings of Important Railroads

Below are shown the earnings of important railroads according to the latest reports published. The net earnings are in some cases the figure resulting from the

deduction of expenses alone from gross receipts, in others it is the amount remaining after taxes have been paid and car settlements made with other railroads. As

each railroad reports its net in the same way from month to month, these figures, published currently, are the best guide to those interested.

## June Gross and Net Earnings

June Compared with Same Month in 1912.				Earnings for the Year Ended June 30, Compared with Same 1911-12.											
Gross		Net		Railroad.	Gross		P. C.	Net		P. C.	Gross		Net		P. C.
Amount.	Change.	Amount.	Change.		Amount.	Change.		Amount.	Change.		Amount.	Change.			
\$8,620,429	— \$48,280	\$2,379,015	— \$456,606	Atch., Topeka & Santa Fe...	\$116,896,251	+ \$9,143,892	+ 8.7	\$34,591,565	+ \$2,318,861	+ 7.2					
2,609,253	+ 178,402	528,093	+ 119,650	Atlantic Coast Line.....	36,123,071	+ 2,624,715	+ 7.8	10,036,063	+ 501,342	+ 5.3					
9,015,427	+ 700,594	2,300,286	— 174,230	Baltimore & Ohio.....	101,556,132	+ 8,961,809	+ 9.7	27,776,494	— 108,291	— 0.4					
4,648,654	+ 676,734	1,530,874	+ 217,823	Boston & Maine.....	48,513,507	+ 2,513,144	+ 5.5	8,574,368	— 614,740	— 4.3					
2,178,200	+ 408,700	542,500	+ 120,800	Canadian Northern.....	22,979,800	+ 3,441,200	+ 17.6	6,049,000	+ 932,900	+ 18.2					
11,674,430	+ 363,033	3,627,755	+ 781,152	Canadian Pacific.....	139,395,696	+ 16,076,158	+ 13.0	46,245,874	+ 2,946,633	+ 6.8					
3,060,497	+ 149,219	1,064,353	— 76,750	Chesapeake & Ohio.....	35,085,278	+ 7,952,408	+ 2.3	10,633,718	— 1,020,471	— 7.2					
1,253,247	+ 108,443	51,339	— 230,351	Chicago & Alton.....	15,254,864	+ 719,142	+ 4.9	486,760	+ 25,104	+ 5.4					
1,224,843	+ 142,704	297,986	+ 93,438	Chicago Great Western.....	14,000,618	+ 1,205,376	+ 9.6	3,303,359	+ 922,830	+ 38.8					
7,631,916	+ 832,266	2,061,940	+ 150,378	Chi., Mil. & St. Paul.....	94,084,055	+ 14,828,700	+ 18.7	27,551,003	+ 9,339,213	+ 51.3					
7,196,026	+ 655,664	2,298,836	— 295,593	Chic. & Northwestern.....	83,035,921	+ 9,337,330	+ 12.7	24,660,769	+ 3,738,004	+ 17.9					
1,372,607	+ 136,954	415,273	— 76,573	Chi., St. P., M. & O.....	16,993,005	+ 1,857,579	+ 12.3	4,504,272	+ 381,968	+ 9.3					
1,104,944	+ 165,985	209,247	— 4,407	Colorado & Southern.....	15,077,666	+ 1,116,841	+ 8.0	3,934,158	+ 101,257	+ 2.6					
1,953,503	— 311,791	701,265	— 429,432	Delaware & Hudson.....	23,999,332	+ 2,756,603	+ 13.0	8,669,536	+ 956,105	+ 12.4					
3,392,183	+ 140,344	1,040,967	— 114,856	Del., Lack. & Western.....	40,518,044	+ 5,025,517	+ 14.2	14,068,848	+ 3,133,759	+ 28.7					
108,712	+ 4,324	28,457	+ 1,575	Denver & Rio Grande.....	6,173,628	+ 915,096	+ 17.4	1,673,139	+ 464,471	+ 13.8					
5,044,092	+ 326,448	1,825,621	+ 325,243	Erie.....	59,465,184	+ 5,756,716	+ 10.7	16,500,599	+ 2,516,484	+ 18.0					
6,797,699	+ 967,165	1,987,334	+ 224,964	Great Northern.....	78,654,590	+ 12,483,968	+ 18.9	28,670,575	+ 3,491,235	+ 13.9					
5,350,215	+ 86,446	1,227,304	+ 110,550	Illinois Central.....	64,786,414	+ 5,565,764	+ 9.4	11,250,848	+ 3,438,129	+ 44.0					
853,980	+ 86,857	268,842	+ 33,176	Kansas City Southern.....	10,706,309	+ 1,433,450	+ 15.5	3,959,152	+ 1,019,131	+ 34.7					
8,743,477	+ 94,285	936,694	— 709,206	Lehigh Valley.....	43,043,371	+ 6,137,436	+ 19.3	12,208,136	+ 1,625,702	+ 15.4					
1,573,737	+ 180,202	348,106	— 66,300	M., St. P. & S. S. M.....	21,410,672	+ 3,304,986	+ 25.2	8,015,490	+ 1,619,348	+ 25.3					
892,267	+ 55,225	206,170	— 3,008	Chicago Division.....	10,893,990	+ 1,315,435	+ 13.8	3,220,534	+ 697,643	+ 27.6					
2,351,588	+ 253,665	322,881	— 165,713	Missouri, Kansas & Texas...	32,346,258	+ 4,159,539	+ 14.7	9,438,220	+ 2,536,676	+ 36.8					
1,070,683	+ 128,544	290,515	— 41,302	Mobile & Ohio.....	12,377,649	+ 1,169,917	+ 10.4	3,307,452	+ 266,872	+ 8.8					
1,068,182	+ 72,324	146,707	— 95,693	Nash., Chat. & St. Louis.....	13,317,161	+ 1,054,486	+ 8.6	2,878,378	— 5,425	— 0.02					
3,096,217	— 1,711,825	270,640	— 847,120	National Rys. of Mexico.....	57,370,282	— 4,077,508	— 6.6	21,126,335	— 1,886,200	— 8.2					
25,395,736	+ 2,412,614	5,774,452	— 481,382	New York Central Lines...†	144,701,170	+ 16,231,860	+ 12.6	30,071,552	+ 3,479,190	+ 13.1					
9,962,558	+ 837,091	2,091,751	— 183,675	N. Y. C. & H. R. R. R.....†	55,862,237	+ 5,390,343	+ 10.7	10,338,547	+ 2,057,669	+ 24.8					
3,742,888	+ 285,566	1,199,205	+ 24,502	Norfolk & Western.....	43,739,920	+ 4,004,683	+ 10.1	15,174,107	+ 1,108,300	+ 11.3					
33,606,739	+ 1,910,058	7,164,131	— 1,252,082	Pennsylvania System.....†	185,573,584	+ 14,906,739	+ 8.7	28,996,519	— 4,026,648	— 12.2					
15,559,935	+ 1,377,749	3,888,935	+ 199,691	Pennsylvania R. R.....†	89,253,420	+ 7,223,305	+ 8.8	17,134,374	— 149,669	— 0.9					
1,309,768	— 38,210	*2,309	+ 219,440	Pere Marquette.....	17,406,775	+ 730,327	+ 4.4	2,988,441	+ 463,698	+ 18.0					
6,375,933	+ 299,013	1,888,409	— 275,638	Rock Island Lines.....	71,364,934	+ 6,650,545	+ 10.3	15,722,817	+ 717,759	+ 4.8					
960,049	+ 10,862	261,950	— 44,644	St. L. Southwestern.....	13,296,950	+ 1,254,407	+ 10.4	4,643,139	+ 595,224	+ 14.7					
1,940,658	+ 217,230	581,440	+ 231,929	Seaboard Air Line.....	24,527,864	+ 1,605,961	+ 7.0	6,846,252	+ 1,121,435	+ 19.6					
11,644,536	+ 1,103,704	3,707,927	+ 437,973	Southern Pacific.....	142,774,705	+ 11,249,534	+ 8.5	49,905,295	+ 4,871,167	+ 10.8					
5,147,097	+ 258,499	1,390,067	+ 36,590	Southern Railway.....	68,529,490	+ 4,939,161	+ 7.8	20,336,102	+ 377,255	+ 1.9					
7,663,761	+ 657,834	3,321,135	+ 651,854	Union Pacific.....	93,638,459	+ 7,660,850	+ 8.9	39,608,243	+ 4,020,041	+ 11.3					
2,698,496	+ 197,120	364,644	+ 174,098	Wabash.....	31,769,286	+ 3,414,522	+ 12.0	6,115,222	+ 1,795,748	+ 41.6					
818,350	+ 71,987	115,379	+ 3,596	Yazoo & Miss. Valley.....	11,018,553	+ 1,381,690	+ 14.3	1,911,287	+ 635,281	+ 49.8					

\*Deficit.

\*Deficit.

## May Gross and Net Earnings

May Compared with the Same Month in 1912.				Earnings July 1 to June 1, Compared with Same 1911-12.													
Gross		Net		Railroad.	Gross		P. C.	Net		P. C.							
Amount.	Change.	Amount.	Change.		Amount.	Change.		Amount.	Change.								
1,003,172	+	24,619		89,816	—	73,068	...	Central of Georgia.....	12,958,452	—	7,381	—	.06	2,913,810	—	369,131	—11.2
2,518,184	+	648,156		911,855	+	538,415	...	Central R. R. of N. J.....	29,265,269	+	2,564,334	+	9.6	12,535,709	+	1,489,552	+13.5
5,071,380	+	403,204		719,474	+	291,181	...	Louisville & Nashville.....	54,797,676	+	2,914,852	+	5.6	12,229,833	—	1,710,330	—12.3
5,105,686	+	529,179		1,681,686	+	357,709	...	Missouri Pacific.....	57,430,682	+	7,247,562	+	14.4	15,949,676	+	4,034,413	+33.9
5,740,205	+	257,804		952,078	+	566,175	...	N. Y., N. H. & H.....	63,197,751	+	4,091,896	+	6.9	16,511,528	—	1,870,594	—10.2
5,766,417	+	638,872		1,299,038	—	137,614	...	Northern Pacific.....	66,651,916	+	8,742,409	+	15.1	22,370,020	+	2,015,139	+10.0
				1,744,795	+	1,182,228	...	Reading Companies.....						24,044,523	+	7,310,211	+43.7
4,369,543	+	1,144,740		1,536,874	+	837,045	...	Philadelphia & Reading Ry...	47,524,483	+	5,953,369	+	14.3	18,348,010	+	4,276,419	+30.4
3,524,318	+	321,123		736,110	—	109,481	...	St. Louis & San Francisco...	39,883,151	+	3,466,986	+	9.5	11,580,037	+	1,313,547	+12.8
†Fiscal year begins Jan. 1.																	

†Fiscal year begins Jan. 1.

## OIL FOR THE BRITISH NAVY

### A Special Commission That Is Investigating the Sources of Production in Order to Insure a Supply in Time of War

The appointment of a British Royal Commission, presided over by Admiral of the Fleet Lord Fisher of Kilverstone, to consider the sources of oil supply, chiefly with a view to the use of oil in the British Navy, and to take into consideration such matters as the location and protection of tanks and other means of storage, took many people by surprise. England generally had not realized the vast importance which the oil question had assumed in its many aspects, and the Commissioners have pursued their silent investigations without attracting much attention. Their proceedings and reports are confidential, but their work is of far-reaching consequence, and already is has stimulated enterprise in the discovery of oil, and has directed the energies of engineers more intensely to the question of the application of the principle of the internal-combustion engine to the propulsion of vessels of large displacement, for which several proposals have been made, and upon this advance many engineers are now at work.

Apart from naval and nautical uses, oil—which, as an illuminant, has carried the light of civilization to the uttermost parts of the earth—has a vast and increasing use as fuel for stationary

and locomotive engines. It has made possible the motor car and the aeroplane. It is used in the form of a spray for steam raising in boilers, for power production in internal-combustion engines, and as a fuel, in combination with other materials, in the form of briquettes, or otherwise. The demands are increasing by leaps and bounds, and it is commonly agreed that the discovery, or production, and the transport and utilization of oil are the great material questions of the future.

England appears to possess inconsiderable resources for oil production from wells or from shale. Oil wells must always be the chief source of supply, but it is now known that oil can be produced also from coal, of which every ton, by coking and distilling processes, can yield about six gallons of benzol, toluol, naphtha, and heavy fuel oil. The United Kingdom has lost something of its great predominance as the chief coal producing country of Europe, but British coal is still sent abroad in enormous quantities, and about 60,000,000 tons are exported every year.

### THE NECESSITIES OF THE NAVY

Notwithstanding the resources of British coal fields, it is of paramount importance that oil should displace coal in ships of war for propulsion and power-production generally. Oil is used as fuel in many recent vessels, and ships are being built in which oil alone will be used, which marks a great advance, because of the facility with which liquid fuel can be taken on board, in port and at

sea, for storage in the double bottoms or otherwise. But, after all, to burn oil in order to raise steam is an indirect use, whereby half the advantage is lost, and true economy points to the internal combustion engine as the ultimate successor of the steam-driven engine.

Voices are heard here and there saying that speed is not essential in naval warfare, but the universal tendency is to increase speed for its strategical and tactical value, and one great advantage of oil is that when used in the internal combustion engine it promises the probability of an addition of some three knots. The fact that ships may be supplied with oil off an enemy's coast, without the necessity of returning to port, or undertaking the difficult work of coaling at sea, should increase the available strength of the fleet by 25 per cent.

Wear and tear of machinery will be less, fewer auxiliary engines will be required, and engine room and stoker personnel may be reduced in numbers probably by 30 per cent. or more. The absence of funnels and smoke, and the wide internal spaces made available, will place new opportunities in the hands of naval constructors. Guns may be better disposed and protected, and larger supplies of ammunition can be carried. Vulnerability will be decreased, and high-speed motor torpedo boats may be carried in large numbers and in security. The weights will be located lower in the ships, and stability will therefore be increased.

# Mining

## A Commodity That Has No Open Market

### The Situation in Copper Is an Illustration of the Effect Upon Prices of Having No Organized Public Speculation

A proper conception of the office of an organized Exchange, or an open competitive market of any kind, ought to eliminate the idea of mere gambling as the primary reason for the existence of such organization. Apparently, a large part of the threatened legislation appears to be directed against organized speculation as being in and of itself inherently a thing of evil.

An illustration of an important commodity which does not enjoy the benefit of an open market to take up the slack, that from time to time seems to leave the producer and consumer without a market connection, may be studied by reviewing the conditions in the handling of copper metal. The copper production of the United States averages something more than 130,000,000 pounds per month. The average production for the first six months of the current year was approximately 135,000,000 pounds monthly.

All of this production, totaling in value upward of \$20,000,000 monthly, is sold by private sale direct to consumers by the selling agents of the producer. The stabilization of the copper industry is one of the triumphs of latter-day finance, but even in this instance where combination has gone so far, it has been quite impossible to altogether supplant the place of an open market. The various elements which enter into production are by no means so numerous or so varied as those which enter into the production of agricultural staples. Nevertheless the slack which sometimes intervenes between producer and consumer becomes a most troublesome element.

#### THE SITUATION NOW

The present copper situation is a very patent instance. During the last five months the world's visible supply of copper has decreased some 75,000,000 pounds, or, in other words, consumption has run ahead of production at the rate of 15,000,000 pounds per month. During this same interval copper production in this country has run more than 50,000,000 pounds ahead of production for the same period of last year. In the face of these conditions the producers have recently been forced to make no inconsiderable concessions in the price for copper metal.

The copper mines of to-day are tremendous organizations. The Utah Copper Company alone turns out between 11,000,000 and 12,000,000 pounds of copper per month, and is capable of making 12 per cent. of the copper produced in this country. It follows without necessity for further comment that an organization of such tremendous proportions must be kept moving and copper must be sold. When, therefore, as has been the case within the past three or four months, the consumers of copper become impressed with the idea that a general recession in business is imminent, and begin to shave stock piles down to a minimum, there is no intervening body or organization upon whom any part of the rapidly accumulating burden may be shifted, no public interest which may be depended upon to act as a governor to equalize the momentum of market movement by a discounting of future probabilities.

Were it not for the tremendous bodies of capital which at present stand behind the copper interests of the world, the copper metal market would be much more of a source of danger than it can be under present conditions. The market for copper metal has not always been so placid an affair as it is at present. The earliest attempt of the Amalgamated Copper Company to maintain a price of 17 cents resulted in the accumulation of nearly 200,000,000 pounds of copper during the years of 1899, 1900, and 1901; and a panic was prevented, when by the weight of accumulation this copper was forced upon the market in December of 1901, only by the action of other important producers and consumers who, acting in unison, lent their support to sustain what would otherwise have been a crushing burden.

Again in 1907, when copper metal was forced to a high price of 26½ cents per pound, there intervened no short seller to act as a mediator between consumer and producer, and the resulting crash when the metal fell from its high price in March to 12½ cents in October was one of the loudest of the preliminary crashes in that panic year, and the

copper situation was for months previous to the decline watched as a particularly dangerous factor in the strained financial position.

#### CLOSE CONTROL

It can be easily seen from a detailed study of the movements of the copper metal market that the present understanding and organization of the producers are but the equivalent of a scheme for valorization, made possible only by the fact that the industry of copper production and distribution has been gathered into a close organization possessing probably an aggregate financial backing greater than any other industry in the world. The present copper interests have, by the very absence of an organized market, been more easily enabled to gather into a comparatively small number of hands the production of red metal. An even smaller number of concerns most closely related to the producers, and in some cases identical with the producers, handle the metal through the refineries, and in turn a still smaller number act as brokers making the necessary contracts for delivery to consumers. Had there been an open organized market in copper metal many of the extreme and dangerous fluctuations would, in all probability, have been avoided, and the consumer would now be provided with insurance against the speculative risks, which at the present time he must carry unaided.

What is written here is by way of illustration. Under present conditions it would be quite impossible to establish organized open trading in copper. The industry is scattered as to consumers, but an overwhelming proportion of production and distribution is so concentrated as to practically preclude any real competition. The value of annual copper production is from 3½ to 4½ times that of the copper production, so that in magnitude they cannot compare, nevertheless there would have been undoubtedly less opportunity for undue concentration of control had copper enjoyed an open market, and the same is true of other metals, most of which, like copper, are by custom now settled for on the basis of quotations as published in The Engineering and Mining Journal. These published quotations serve as a basis for the monthly settlements made by the various copper selling agencies.

Many times within the past five years the conditions prevailing in the copper metal market have been described as "in stays," "a dead lock," "at dead centre," picturing a situation that does not fit into the present-day scheme of things commercially, and which must admittedly leave both producer and consumer without power to move easily and freely without undue risk or loss. Were there an open market for metals, there would be opportunity for public interest and investment, a flexible, responsive price could always be had for offerings, and consumers would be allowed the privilege of insuring themselves by hedges in such a market.

#### Working for Mine Safety

The annual meeting of the American Mine Safety Association, composed of leading coal and metal mine operators, mining engineers, mine-safety engineers, and mine surgeons, will be held in Pittsburgh, Penn., Sept. 22 to 24. This association, which held its first meeting a year ago, has for its purpose a reduction of the number of accidents in the mines and quarries (3,602 in the year 1911) and the alleviation of the more than 60,000 men who are injured each year.

Following the recommendations of the Bureau of Mines in the last three or four years many mining companies have organized rescue corps and first-aid teams, and as a result a number of different methods of procedure following mine explosions and fires and in the caring for the injured have developed.

This second meeting which has been called by H. M. Wilson of the Bureau of Mines, Chairman of the Executive Committee of the Association, will discuss a number of the problems that have arisen in both the rescue and first-aid work. The members of the association declare that greater progress can be made in saving life and in reducing the seriousness of injuries by the adoption of the proposed standard methods.

#### A Government Testing Plant

The Government is to establish a metallurgical and testing plant at Salt Lake City, which will be ready for operation about Oct. 1. It will not be the purpose of this station to supplant private enterprises, but to conduct research work in the treatment of refractory ores and low-grade deposits which are at present beyond the pale of profitable investments. The motive is solely for conservation, and it is to be hoped that the large tonnage of lead-zinc ores which are in the mines and on the dumps throughout the Middle West may be turned into good investments through the efforts of this branch of the Bureau of Mines.

## The Metal Markets

NEW YORK.—One of the prominent copper producers stated to THE ANNALIST on Friday that there was, so far as he knew, absolutely none of the metal to be had for August delivery. He said that he looked for such an active copper market that deliveries would be limited only by the supplies available. On Thursday the price of electrolytic advanced to 15½ cents for September and October deliveries.

The Copper Producers' Statistics, issued on Friday, showed an increase in stocks on Aug. 1 of 600,339 pounds, but this was very favorable, considering the fact that production for July increased nearly seven million pounds over the previous month.

Below are the copper statistics for July issued by the Copper Producers' Association, together with the figures for the last two months:

	May.	June.	July.
Stocks on the 1st of the month . . . . .	75,549,108	67,564,225	52,904,006
Production in the U. S. from all domestic and foreign sources . . .	141,319,416	121,860,853	138,074,608
Total avail. supply . . .	216,868,524	189,425,078	190,978,598
Deliveries for domestic consumption . . . . .	81,108,321	68,452,571	58,904,192
Deliveries for export . . .	68,285,978	68,067,901	78,480,071
Total deliveries . . .	149,394,299	136,520,472	137,384,263

Stocks at the end of the month . . . . . 67,474,225 52,904,006 53,594,945  
Daily production and monthly alteration in stocks since January, 1912, follow:

	Daily Rate of Production.	Monthly alteration in U. S. Stocks.
January, 1912 . . . . .	3,849,605	Decrease 23,174,052
February . . . . .	4,001,234	Decrease 3,340,655
March . . . . .	4,054,694	Decrease 572,431
April . . . . .	4,182,154	Increase 2,608,472
May . . . . .	4,088,317	Decrease 15,450,386
June . . . . .	4,077,174	Decrease 5,280,639
July . . . . .	4,324,552	Increase 5,945,417
August . . . . .	4,697,994	Decrease 3,579,047
September . . . . .	4,609,600	Increase 16,364,213
October . . . . .	4,690,498	Increase 13,079,377
November . . . . .	4,489,848	Increase 9,419,005
December . . . . .	4,624,323	Increase 19,148,523
January, 1913 . . . . .	4,628,375	Increase 17,885,759
February . . . . .	4,676,746	Decrease 806,134
March . . . . .	4,895,221	Decrease 18,032,929
April . . . . .	4,511,113	Decrease 28,720,162
May . . . . .	4,558,690	Decrease 7,984,883
June . . . . .	4,602,028	Decrease 14,659,619
July . . . . .	4,454,019	Increase 600,339

Average prices of Lake and electrolytic copper for July, as compiled by Engineering & Mining Journal, were the lowest in over a year, at 14.190 and 14.563 cents respectively.

The daily average prices continue to show improvement. Those for the week ended Wednesday, Aug. 6, recorded an advance of almost a half-cent over the previous week. At end of the period the figure was 15½ cents for electrolytic, compared with 14.60 at 14.80 the previous week.

Monthly averages follow:

	Electrolytic.	Lake.
	1912.	1913.
January . . . . .	16.488	14.004
February . . . . .	14.971	14.084
March . . . . .	14.713	14.608
April . . . . .	15.291	15.741
May . . . . .	15.436	16.031
June . . . . .	14.672	17.234
July . . . . .	14.190	17.190

Daily averages with comparisons follow:

	Wk. ended Aug. 6.	Wk. ended July 30.	Wk. ended July 23.	Wk. ended July 16.
Thursday . . . . .	14.70680	14.25635	13.75685	13.90614
Friday . . . . .	14.80690	14.30635	13.75685	13.75685
Saturday . . . . .	14.85695	14.55665	13.75685	13.75685
Monday . . . . .	14.95615	14.70680	14.61610	13.75680
Tuesday . . . . .	15.15605	14.60680	14.61615	13.75680
Wednesday . . . . .	15.15605	14.60680	14.61615	13.75680

The above averages should not be confused with the daily quoted prices of electrolytic and Lake in the open market, because while they are based thereon, they are for bullion sold direct to refineries and are exclusive of selling commission interest charges. These latter items amount to about ¼ of a cent per pound charged to companies which dispose of their refined product through the selling agencies. In other words, to get the proper perspective of the commercially quoted market for copper this ¼-cent fraction should be added to the above averages.

## Mines and Companies

ANACONDA COPPER COMPANY.—The company produced 22,100,000 pounds of copper during July. This compares with 21,500,000 in June and 23,000,000 in July a year ago. Total for seven months was 158,300,000 for 1913, 173,800,000 for 1912, and 151,000,000 for 1911. Wages paid were \$3.50 per day, as copper was at 15 cents or under during all the month. More men are now employed at Butte mines than ever before. Anaconda employs 9,000, North Butte 550, East Butte 450, other mines 1,700, total 12,000. Average wages per month is \$108.50. Total wages in July were \$1,302,000, of which Anaconda paid \$976,500.

CALUMET-ARIZONA.—SUPERIOR, AND PITTSBURGH.—Combined production for the month of June, 1913, was 3,200,000 pounds blister copper. This product is short on account of changing from the old to the new smelter.

CALUMET AND HECLA.—The following general balance sheet of the company, dated April 30, 1913, has been filed with the Massachusetts Secretary of State. Balance sheet of same date as contained in the published annual report was merely a statement of cash and quick assets. The decrease of \$6,745,951 in items of



"holdings in other companies" is explained by the fact that the parent company during the 1913 fiscal year acquired all the stock of the Frontenac, Manitou, and St. Louis Companies. Comparison with 1912 follows:

Assets.	1913.	1912.
Real estate and machinery.....	\$48,146,329	\$42,420,241
Merchandise .....	5,190,788	7,503,637
Cash and debts receivable.....	3,788,526	3,606,143
Holdings in other companies.....	15,025,428	21,771,389
Total .....	\$72,151,082	\$75,301,411
Liabilities:		
Capital stock .....	\$1,200,000	\$1,200,000
Accounts payable.....	396,758	502,206
Indebtedness .....	4,134,000	6,819,000
Profit and loss.....	66,420,324	66,780,204
Total .....	\$72,151,082	\$75,301,411

CHINO.—Chino produced in July 4,831,185 pounds, a new record, comparing with 4,602,809 pounds previous record output made in March, 1913.

The monthly output compares as follows, in pounds:

	1913.	1912.
January .....	3,400,274	988,290
February .....	4,018,789	1,168,586
March .....	4,602,809	1,115,104
April .....	4,046,813	1,367,851
May .....	4,003,723	1,358,868
June .....	3,904,286	1,562,925
July .....	4,831,185	3,100,000

COBALT.—Ore and bullion shipments for the year to Aug. 2 follow:

Mine.	High.	Low.	Tons.
Bailey .....	5	1	158.15
Beaver .....	8	..	237.43
Chambers-Perland .....	3	4	223.77
City of Cobalt .....	4	..	105.14
Cobalt Townsite .....	38	..	1,380.90
Cobalt Lake .....	18	..	141.52
Buffalo .....	2	..	66.13
Coniagas .....	28	..	905.27
Crown Reserve .....	14	..	643.44
Cobalt Comet .....	14	..	377.83
Green-Meehan .....	1	..	12.96
Hudson Bay .....	10	..	369.81
Kerr Lake .....	16	1	440.61
La Rose .....	37	3	1,674.64
McKinley-Darrah .....	643	..	1,498.77
Nipissing .....	2	37	1,132.85
O'Brien .....	9	..	327.06
Seneca-Superior .....	5	3	249.44
Silver Cliff .....	2	..	48.05
Tritheway .....	7	7	362.63
Temiskaming .....	10	3	331.90
Casey Cobalt .....	4	..	264.72
Colonial .....	1	..	21.56
General Mines .....	1	..	8.80
Silver Queen .....	..	..	169.89
Wettlaufer .....	..	..	122.26
Miller L. O'Brien .....	2	..	47.19
Right of Way .....	1	1	62.71
Penn-Canadian .....	4	..	126.13
Silver Bar .....	1	..	20.00
Mann .....	1	..	20.00
York Ontario .....	1	..	20.00
Miscellaneous .....	2	..	88.05
Total .....	291	63	12,160.28

GOLDFIELD CONSOLIDATED MINES COMPANY AND GOLDFIELD CONSOLIDATED MILLING AND TRANSPORTATION COMPANY.—The General Manager reports production and earnings for the second calendar quarter as follows:

Month.	Tonnage.	Value.	Recovered.	Costs.	Realizations.
April .....	26,185	\$371,190.19	\$177,843.74	\$193,353.45	\$193,353.45
May .....	31,047	433,545.05	214,100.03	219,445.02	219,445.02
June .....	30,486	382,601.16	201,819.17	180,781.99	180,781.99
Total .....	87,718	\$1,187,345.40	\$593,762.94	\$593,582.46	\$593,582.46

LAKE ORE SHIPMENTS.—Lake Superior ore shipments in July were 8,204,416 tons. To Aug. 1 there have been shipped 24,329,460 tons, an increase of 3,000,000 tons over last year.

MIAMI COPPER COMPANY.—Miami production for July amounted to 2,890,000 pounds, compared with 2,612,000 in June and 3,027,710 in July a year ago. Monthly productions compare as follows:

	1913.	1912.
January .....	2,932,369	2,314,276
February .....	2,819,200	2,482,101
March .....	3,102,000	2,832,041
April .....	2,312,900	2,554,352
May .....	1,948,900	2,676,703
June .....	2,612,000	2,683,310
July .....	2,890,000	3,027,710

OHIO COPPER MINING.—Balance sheet as of May 31, 1913, shows: Assets: Mine and mill properties, \$4,745,789; treasury stock, \$250,000; furniture and fixtures, \$2,333; unexpired fire insurance, \$792; mill and mine supplies, \$65,090; cash, \$192,403; accounts receivable, \$278,603; total, \$5,535,014. Liabilities: Capital stock, \$4,150,000; bonds, \$1,246,000; accounts payable, \$130,632; profit and loss surplus, \$8,391; total, \$5,535,014.

OSCEOLA CONSOLIDATED MINING COMPANY.—Issues statement of operations for six months ended June 30 showing production of 9,029,340 pounds of copper, recovery of 15.2 pounds per ton of rock stamped, cost per pound of 10.7 cents and net profits of \$419,000.

PHILIPS-DODGE.—Copper Queen mine of Phelps, Dodge & Co. produced 7,439,864 pounds of copper last month, Montezuma 2,693,006 pounds, and custom ores 629,743 pounds, making the Douglas smelter output 11,062,613 pounds of copper. The Detroit Copper Company produced 1,549,224 pounds, bringing the total of the Phelps-Dodge production for July to 12,611,837 pounds.

SHANNON COPPER.—Shannon's July output of 880,000 pounds of blister copper was a low record for many months, although the June output was not much

better, and at 924,000 pounds was the first time in years that property failed to output at least 1,000,000 pounds in a month. Shannon has been making a poor showing this year, its production having quite steadily declined, as will be seen from the following table (in pounds):

Month.	Production.
January .....	1,232,000
February .....	1,152,000
March .....	1,260,000
April .....	1,238,000
May .....	1,080,000
June .....	924,000
July .....	880,000

Total .....

President Amster states that August output will be somewhat larger than in July, although he adds that Shannon is still mining low-grade ore.

TONOPAH.—The Tonopah ore shipments for the week ended Aug. 2 compare with last year, as follows:

	1913.	1912.
Tonopah Mining .....	3,300	4,100
Belmont .....	3,884	3,755
Montana .....	1,137	981
Extension .....	1,127	1,655
West End .....	925	820
MacNamara .....	542	..
Jim Butler .....	400	..
North Star .....	650	50
Merger .....	350	..
Halifax .....	150	..
Midway .....	50	40
Total .....	12,515	10,801
Values .....	\$289,820	\$270,025

## Mining Stocks

Transactions and the range of prices for mining stocks on the various markets last week were as follows:

Stock.	Market.	Sales.	High.	Low.	Last.
Alaska Gold Mines.....	Boston	16,040	20 1/4	18 1/2	19 1/4
Adventure .....	Boston	195	1 1/2	1 1/4	1 1/2
Algoma .....	Boston	20	1 1/4	1	1 1/4
Allouez .....	Boston	500	35	31 1/2	34
Alta Con .....	Salt Lake City	7,600	20 1/4	18 1/2	19
Amal. Copper .....	Boston	5,301	72 1/2	69 1/2	71 1/2
Amal. Copper .....	Philadelphia	190	72 1/2	70 1/2	72 1/2
Am. Smelters .....	Philadelphia	20	65 1/2	63 1/2	65 1/2
Anaconda .....	Boston	40	36	35 1/2	36
Am. Zinc & Smet. ....	Boston	3,205	21 1/2	20 1/2	20 1/2
Apex .....	Toronto Mine	1,000	..	..	..
Arizona Commercial ..	Boston	985	2 1/2	2 1/4	2 1/2
Bailey .....	Toronto Mine	15,800	0 7/8	0 7/8	0 7/8
Beaver .....	Toronto Mine	6,200	3 3/4	3 1/4	3 3/4
Big Dome .....	Toronto Mine	115	15.00	14.00	14.00
Bingham Mines .....	Boston	40	4	3	4
Boston & Corbin .....	Boston	150	1 1/4	..	..
Boston Ely M. ....	Boston	1,640	55	50	55
Bohemia .....	Boston	50	1 1/4	1 1/4	1 1/4
British Col. Cop. ....	Boston	10	2 1/4	2 1/4	2 1/4
Buffalo Mines .....	Toronto M	200	2 3/4	2 3/4	2 3/4
Butte & Bal. ....	Boston	255	1 1/4	1 1/4	1 1/4
Butte Central .....	Boston	2,550	10	..	..
Butte & London .....	Boston	5,200	27	25	26
Butte & Superior .....	Boston	9,350	30	28 1/2	29 1/2
Cactus Copper .....	Boston	200	..	..	..
Calaveras Cop. ....	Boston	3,235	2 1/2	2 1/2	2 1/2
Calumet & Arizona ..	Boston	1,440	6 1/2	6 1/2	6 1/2
Calumet & Hecla .....	Boston	127	420	395	420
Canadian M. ....	Toronto Mine	1,750	24	23 1/2	24
Cedar Fallsman .....	Salt L. City	24,000	..	..	..
Centennial Con. ....	Boston	505	13 1/2	11 1/2	12 1/2
Chambers Perland ..	Toronto M	2,100	18	18	18
Chief Cons. ....	Boston	800	17-16	1 1/2	1 1/2
Chino .....	Boston	850	40 1/2	38 1/2	40
Cobalt Lake .....	Toronto Mine	200	..	..	..
Colorado .....	Salt Lake City	4,000	15	14 1/4	14 1/4
Coniagas .....	Toronto Mine	650	7.35	7.17 1/2	7.50
Coniagas .....	Toronto	765	7.28	7.22	7.22
Con. Smelters .....	Toronto	20	80.00	78.00	78.00
Copper Range .....	Boston	616	40	38	39 1/2
Corbin Cop. ....	Boston	900	1	..	..
Cortez Asd. ....	Boston	106	25	25	25
Crown Reserve .....	Boston	1,475	3	2 1/2	2 1/2
Crown Reserve .....	Toronto	4,110	3.05	2.45	2.51
Crown Reserve .....	Toronto Mine	2,385	3.00	2.45	2.53
Crown Reserve .....	Montreal	44,742	2.80	2.18	2.18
Crown Point .....	Salt Lake City	1,000	..	..	..
Daly West .....	Boston	200	2 1/4	2 1/4	2 1/4
Davis-Daly .....	Boston	3,085	2 1/2	1 1/2	2 1/2
Dome Ext. ....	Toronto Mine	4,000	37	30	30
Eagle Blue Bell .....	Boston	450	97	96	95
East Butte .....	Boston	1,367	13	12	13
Ely Witch .....	Boston	200	..	..	..
First Nat. Cop. ....	Boston	3,370	2 1/2	2 1/2	2 1/2
Foley O'Brien .....	Toronto Mine	1,200	22	22	22
Franklin .....	Boston	90	5	4 1/2	5
Gifford .....	Toronto Mines	1,500	..	..	..
Gold Chain .....	Salt Lake City	400	30	30	30
Gould .....	Toronto Mine	4,500	..	..	..
Granby .....	Boston	2,063	62 1/2	59 1/2	61 1/2
Gt. Northern .....	Toronto Mine	25,500	14	12	13 1/2
Great Northern .....	Toronto	300	14	14	14
Greene-Canaan .....	Boston	3,623	7 1/2	6 1/2	7
Hancock .....	Boston	320	18	16	17
Hargraves .....	Boston	100	4	4	4
Helvetia .....	Boston	200	45	45	45
Hollinger .....	Toronto	250	15.40	15.25	15.25
Hollinger .....	Toronto Mine	610	15.25	15.00	15.25
Houghton Cop. ....	Boston	100	4 1/2	3 1/2	3 1/2
Indiana .....	Boston	185	5 1/2	5 1/2	5 1/2
Inspiration .....	Boston	25	15	15	15
Iron Blossom .....	Salt Lake City	2,205	1.27 1/2	1.22 1/2	1.25
Island Creek Coal .....	Boston	819	52 1/2	49	51
Island Creek Coal pf. ....	Boston	5	82	82	82
Isle Royale Cop. ....	Boston	2,777	20 1/2	18 1/2	19
Jupiter .....	Toronto Mine	2,060	28	24	24
Keweenaw .....	Boston	10	1 1/4	1 1/4	1 1/4
Kerr Lake .....	Boston	429	3 1/2	3 1/2	3 1/2
Kerr Lake .....	Toronto Mine	125	3.60	3.50	3.60
Kerr Lake .....	Toronto	25	3.50	3.50	3.50
Lake Copper .....	Boston	785	5 1/2	5 1/2	5
La Rose .....	Boston	745	2 1/2	2 1/2	2 1/2
La Rose .....	Toronto	650	2.32	2.25	2.30

Stock.	Market.	Sales.	High.	Low.	Last.
La Rose .....	Toronto Mine	1,300	2.30	2.25	2.30
La Salle .....	Boston	75	3 1/2	3 1/2	3 1/2
Leon Hill .....	Boston	1,200	40	40	40
Little Nipissing .....	Toronto Mine	5,000	12	12	12
Majestic Mines .....	Boston	955	35	30	33
Mass. Con. ....	Boston	75	39-16	3 9-16	..
Mason Valley .....	Boston	15	7	6 1/2	7
Mayflower .....	Boston	2,140	8	7	7 1/2
May Day .....	Salt Lake City	2,000	..	..	..
McIntyre .....	Toronto Mine	450	1.75	1.51	1.75
McKinley-Dar. ....	Boston	195	1.15-16	1 1/4	1.15-16
McKinley-Dar. ....	Toronto Mine	3,850	1.88	1.80	1.80
McKinley-Dar. ....	Toronto	250	1.83	1.83	1.83
Mexican Metals .....	Boston	2,250	55	53	53
Miami .....	Boston	305	22 1/2	22 1/2	22 1/2
Mohawk .....	Boston	425	44	41 1/2	43 1/2
Nevada Douglas .....	Boston	400	2	1 1/2	2
Nevada Con. ....	Boston	682	16 1/2	16	16 1/2
New Arcadian .....	Boston	207	1 1/2	1 1/4	1 1/2
Nipissing Mines .....	Boston	1,512	9 1/4	8 1/4	9
Nipissing Mines .....	Toronto	200	8.75	8.65	8.75
Nipissing Mines .....	Toronto Mine	100	8.75	8.75	8.75
North Butte .....	Boston	4,803	28 1/2	27	28 1/2
North Lake .....	Boston	200	2	1 1/2	1 1/2
Ohio Copper .....	Boston	450	57	57	57
Ojibway .....	Boston	25	80	80	80
Old Colony .....	Boston	2,150	4 1/2	3 1/2	3 1/2
Old Dominion .....	Boston	557	49 1/2	48 1/2	49 1/2
Old Dom. tr. recta .....	Boston	25	4 1/2	4 1/2	4 1/2
Osceola .....	Boston	253	79	75 1/2	78
Otis .....	Toronto Mine	11,000	1 1/4	1 1/4	1 1/4
Pearl Lake .....	Toronto	550	34 1/2	34	34
Pearl Lake .....	Toronto Mine	44,350	37	32	34
Petersen Lake .....	Toronto	7,000	21	20	20
Pitts' Silver Peak .....	Pitts' h	5,100	48	48	48
Pond Creek .....	Boston	3,130	22	20	21 1/2
Pond Creek 68 .....	Boston	\$12,500	109	107 1/2	109
Porcupine Crown .....	Toronto Mine	200	1.10	1.10	1.10
Porcupine Gold .....	Toronto	1,000	33	33	33
Porcupine Gold .....	Toronto Mine	4,200	..	..	..
Porcupine .....	Montreal	1,125	1.10	1.10	1.10
Porcupine Tisdale .....	Toronto	100	..	..	..
Preston E. Dome .....	Toronto	300	..	..	..
Prince Cons. ....	Salt Lake City	800	30 1/2	30	30 1/2
Quincy M. ....	Boston	71	60	58	60
Ray Con. ....	Boston	237	19 1/2	18 1/2	19 1/2
Ray Con. 68 .....	Boston	\$5,000	100	100	100
R. I. Coal .....	Boston	100	..	..	..
Santa Fe .....	Boston	750	2	2	2

# Labor

## The Alien Contract Labor Law Delusion

It Checks the Immigration of Skilled Workmen—The Flood of Illiterates from Southern Europe Not Assimilated by Our Unions

Written for The Annalist by W. JETT LAUCK

For more than twenty years it has been the policy of our Government to exclude from this country all immigrants who have made arrangements to secure work, or who have been promised employment upon their arrival. If an employer in this country wishes to secure a certain number of skilled workmen, he must, under the provisions of the law, advertise extensively, and is then permitted to import men from abroad only when he can prove that his demand for labor cannot be satisfied from the domestic supply.

This law had its origin in the determination to protect the native-born wage-earner against the competition of the alien who might have a lower standard of living and consequently be willing to work for a smaller wage or under less favorable conditions than the native American. The labor organizations of the country have always been vigilant in securing its enforcement, and also in prosecuting any infractions of it. They have always contended that skilled workmen in any trade, without the intervention of the law, might enter the country and compete with them for their positions. In other words, the law has been an attempted protective policy directed against labor in the same way that a protective tariff is put in force against commodities.

The American workmen in general, and trades unionists in particular, have made one very serious mistake in their attitude. In years past they have failed to take into account, and even under present conditions do not seem to realize fully, that the unskilled immigrant has been a potential competitor, and under existing conditions of mining and manufacturing is rapidly becoming an active one. A brief consideration of the operation of the "contract labor law," and of our present industrial conditions, will demonstrate the truth of this statement.

### FEWER SKILLED WORKMEN

The law in its operation while it has decreased the number of skilled immigrants entering the country has practically had no effect upon unskilled workers. The skilled artisan or industrial worker of Great Britain or Europe will not immigrate to the United States without the assurance of having a place open to him immediately upon his arrival. Under the provisions of the law, a promise to the intending immigrant, even a suggestion to him, would subject the employer in this country to heavy fines. Consequently there has been comparatively little effort upon the part of the manufacturers to secure skilled workmen from abroad. They have adopted other measures to insure the operation of their establishments. Partly for this reason the trained and experienced industrial workers and the skilled artisans from Great Britain and Northern Europe have ceased coming to the United States. Since the year 1895 the numbers of this class of immigrants have steadily declined in importance. On the other hand, the farmers or farm laborers from the South and East of Europe, who have had little, if any, training or skill, have during the past twenty years entered the United States in constantly increasing numbers and have found an extensive lodgment in the operating forces of our mines and factories. At the present time all branches of mining and manufacturing enterprises have among their employes a considerable number of races from the South and East of Europe. As a result of its exhaustive investigations the former United States Immigration Commission found that from 40 to 50 per cent. of our wage-earners were aliens from this geographical area.

Organized labor in this country has been principally confined to the skilled occupations. On account of their lack of industrial training and experience before reaching this country, their low standards of living as compared with native American wage-earners, their necessitous condition on finding employment in this country, and their tractability, the Southern and Eastern European industrial workers have been willing to accept the rates of compensation and the working conditions as they have found them in the United States. The tendency of recent immigrants to thrift and their desire for immediate gains have also made them

reluctant to enter into labor disputes involving loss of time, or to join labor organizations to which it was necessary to pay regular dues. As a consequence, the recent immigrant has not, as a rule, affiliated himself with labor unions. Where he has united with the labor organizations he has usually refused to maintain his membership for any extended period of time, thus rendering difficult the unionizing of the occupation or industry in which he has been engaged. Furthermore, the fact that the recent immigrants are usually of non-English speaking races has made their absorption by the labor organizations of the native American and older immigrants very slow and expensive. The high degree of illiteracy among recent arrivals has also added to the difficulties of the situation from the standpoint of the labor unions, and in many cases racial prejudice and a diversity of tongues have prevented concerted action on the part of the employes and have rendered the stable unionization of the alien industrial workers almost impossible.

The significant result of the whole situation has been that the influx of the Southern and Eastern Europeans has been too rapid to permit of their complete absorption by the labor organizations which were in existence before their arrival. In some industries the influence and power of the labor unions are concerned only with those occupations in which the competition of the Southern and Eastern European has been put indirectly or remotely felt, and consequently the labor organizations have not up to the present time been seriously affected. In the occupations and industries in which the pressure of the competition of the immigrant wage-earners has been direct, either because the nature of the work was such as to permit the immediate employment of the immigrant or because through the invention of improved machinery his employment was made possible in occupations which formerly required training and apprenticeship, the labor organizations have been completely overwhelmed and disrupted.

To all intents and purposes these Southern and Eastern European competitors of the native American and older immigrant industrial workers are contract laborers. It is undoubtedly true that employers do not directly arrange for their importation. The system of securing them, although indirect, is by no means less effective.

The employer needs more labor. The immigrant banker, immigrant workmen, and immigrant labor agencies in the locality in which the mine or manufacturing plant is located communicate with localities abroad in which they may have agents, friends, or relatives. The Southern and Eastern European is informed that he can secure work, let us say, in Community A. Often a prepaid ticket is provided. In the course of time he arrives in Community A, and becomes a potential, if not, an active competitor of the native American.

### A SUGGESTION

The labor unions and their leaders, therefore, to be consistent should advocate a general reduction in the present volume of immigration. As a matter of fact their position would be much stronger if they permitted the importation of skilled workmen, except in the case of strikes, and demanded a restriction in the numbers of unskilled Southern and Eastern Europeans who are now entering the country. The trained workman from Great Britain and Northern Europe is almost always an enthusiastic trades unionist, and it is this class of immigrants who have been the leaders of organized labor and who have fought its battles in this country. Assuming, however, the continuance of the present laws, the consistent attitude upon the part of organized labor would be to demand a restriction of immigration. Obviously the permanence and progress of the unions, together with the maintenance of the present standards of work and life, depend upon such a restriction. The recent immigrant now becomes an active competitor before he can be absorbed by the labor organization, and any change can be affected in his ideas of a proper wage, working conditions, and a standard of living.

Such a restriction of immigration would obviously place the employer at some disadvantage in bargaining power as compared with his present position. At the same time it would afford a much more skilled and trained body of workmen. Furthermore, the American manufacturer cannot hope to go on indefinitely producing goods on a quantitative standardized basis. He must turn out diversified and more finished products, not only if he expects to retain the home markets, but more especially if he intends to reach out into the markets of the world. An efficient operating force will enable him to compete with other commercial and industrial countries in the world markets. The abrogation of our present contract labor laws will permit him to recruit such a labor supply.

## LABOR NEWS

### Arbitrators of the Railway Dispute

The Eastern railroads have selected W. W. Atterbury, Vice President of the Pennsylvania, and A. H. Smith, Vice President of the New York Central, to represent them in the arbitration proceedings to settle the demands of the conductors and trainmen under the new Newlands law. Lucius Sheppard and Daniel L. Cease have been selected by the two organizations named. Those four will select the other two, failing in which the Federal Board of Mediation and Conciliation will select them. The full board of arbitrators will have forty-five days in which to take testimony and make an award.

### The Lake Mine Strike

Walter B. Palmer of the Bureau of Labor Statistics has been detailed by Secretary Wilson to go to Calumet, Mich., to see if the Federal Government can be of assistance in the settlement of the strike of copper miners.

F. F. Ingraham of Detroit, a representative of Gov. Ferris, conferred with mine managers and strike leaders to learn what concessions either would make. He found companies willing to consider wage increases and changes in working conditions, but determinedly set on ignoring the Western Federation. He says the union is anxious for settlement and ready to make important concessions, but stands stanchly for recognition. He declares recognition a serious stumbling block, but does not believe it insurmountable. Strikers are eager to get back to work.

More men are at work than since the strike was called. Every man applying was given something to do. The most extensive resumption was in the Quincy shops, but large additions were made to Copper Range mines and Calumet and Hecla. Except for pumping of shafts nearly all work is on the surface.

### A 10 Per Cent. Increase

Members of the Canadian Brotherhood of Railway Employees on the Intercolonial Railway have had their demand for an increase in wages acceded to in the main. An increase equal to about 10 per cent. has been granted to the 2,000 men as of March 31.

### Repudiate Wage Award

The employees of the International Railway have addressed a letter to President Connetta repudiating the award of the arbitrators named under the agreement by which the strike last April was declared off. The award gave the men an advance of from one to two cents an hour, according to length of service. It made no provision for shopmen who struck with the conductors and motormen, and this, with the action of the arbitrators making the award for a five-year term caused the break. The men contend that negotiations were based upon a one-year term. The latter requested a conference with President Connetta. Whether this conference will be granted has not been announced.

### Compulsory Arbitration

The Texas Legislature is in special session and a bill providing for compulsory arbitration will be introduced, the Governor favoring the enactment of such a law. Whether or not such a law would be effective is doubtful, in view of the fact that the recent Mediation bill passed by Congress carries with it a specific provision which precludes any court or legal process being employed to compel any individual to work in accordance with any award arrived at through mediation, conciliation, or arbitration.

### Georgia Child Labor Bill

There will be no child labor legislation at the present session of the Georgia Legislature. President Anderson of the Senate introduced a measure for the purpose of bettering child labor conditions, but such strenuous opposition developed that the measure has been finally shelved. The Anderson bill proposed to raise the age limit for working children from 12 to 13 years for next year, and fixed the age limit for 1915 at 14 years. The measure also provided that all children before being employed should give proof of their ability to read and write. It was thought this measure would be acceptable both to the mill owners and the friends of the children, but such an undercurrent of opposition developed on the part of the manufacturers that the measure was shelved.

### To Test the Weekly Payment Law

Whether the new Massachusetts law requiring payment of wages weekly applies to foreign corporations will be tested by the Atchafalaya Railroad. This company has only office employes in Boston, and under a literal interpretation of the law of 1911 the company will have to pay these employes every week. It is paying them once a month.

## The Human Tides

The Government publishes the following statistics of immigration:

Fiscal year ended June 30, 1913. July, 1912, to June, 1913.

Month.	Immigrant aliens admitted.	Emigrant aliens departed.	Net change in population from immigration and emigration movement.	Immigrant aliens admitted.	Emigrant aliens departed.	Net change in population from immigration and emigration movement.
July ...	51,737	40,740	+ 8,007	78,101	24,673	+ 47,059
Aug. ...	50,110	31,915	+ 10,843	82,377	25,728	+ 51,366
Sept. ...	62,599	29,630	+ 28,333	105,011	23,728	+ 85,179
Oct. ...	63,418	30,728	+ 35,675	108,300	27,153	+ 79,302
Nov. ...	61,765	45,804	+ 1,723	94,739	41,444	+ 37,900
Dec. ...	61,628	42,822	+ 196	79,315	45,048	+ 11,763
Jan. ...	38,453	17,415	+ 15,614	46,441	29,730	+ 1,800
Feb. ...	45,380	14,049	+ 25,587	50,158	15,253	+ 41,236
March ...	91,185	19,930	+ 67,807	96,958	15,044	+ 90,374
April ...	99,839	18,088	+ 80,918	136,371	18,331	+ 129,653
May ...	113,635	17,909	+ 90,277	137,262	19,131	+ 102,343
June ...	92,425	23,233	+ 53,313	176,281	22,930	+ 141,271
Total	838,172	333,202	+ 464,863	1,176,892	308,190	+ 815,260



# Utilities

## The Confessions of a Former Gas Man

After a Year in the Ordinary Sphere of Existence He Says That There Is Something to the Public Point of View

The Electric Railway Journal in a recent number published a letter contributed by a former manager of electric railway, light and gas concerns in which he (somewhat facetiously) advises that all public utility men be required to take, every so often, a kind of Sabbatical year to rest up and get good-natured in and to acquire something of the public's point of view in the matters of traction service, etc. He says he has had a change of opinion "rubbed into him" during a year since he retired (whether by hanging to straps so continuously, day after day, till hope deferred made his heart sick, or with the heart-burnings that an inconsistent energetic gas meter caused in times of attempted economy, he doesn't say) and he adds that if he ever goes back to the old life again he will still be a different man. He says that he used to think he was so broad and liberal that he could appreciate the other fellow's side, but, he says:

As a novel idea let me suggest that it would be an excellent thing for his employers, his subordinates, the general public, his customers and himself if the operating head of a public utility company, or the head of any department of it that comes into direct contact with the general public, could be banished to private life for six months or a year and made one of that public so far as his ideas are concerned.

I have had this rubbed into me very strongly this past year, and I venture it as a matter of personal experience and as one well worth consideration in these times of unrest in the dealings between the public and its privately owned and operated utilities. I am an old operator of public utilities—electric railways, central station lighting and power plants and gas works. I have been considered very successful in my work, especially in regard to my dealings and relations with the municipal authorities, the general public, and the employees. But since my retirement to private life and my becoming a member of that general public I have learned a whole lot of the other side. My ideas have become broadened and my vision more clear and comprehensive, and I believe that were I again to take up the management of public utilities I should be of much greater value to my employers than heretofore, and I am only an average man of middle age.

About the time that I left the business, a year or so ago, I felt that I could see matters pretty clearly from all angles, and I think that I had a clearer conception than most in my position, for the matter has always been a fad with me; but the trouble was that I did not realize the situation strongly enough to make me act on it in the proper way.

Although penitent, he has to recount certain mitigating circumstances and excuses for the gas man in general and tell how he wasn't so bad, after all:

From above there is the constant prodding to obtain more and more favorable financial results from the property that he manages. If those results have been poor from the standpoint of the owners, he is urged to make them good; if they are good, he is urged to make them better, and that "better" is used as a lever to make them a record. This is merely one of the phases of our present forcing system of development. It may produce good results in private businesses, but it is not an unmixed good in public utilities, either publicly or privately owned or operated.

From around him there is the constant complaint and suggestion of the patrons from their extreme viewpoint, often erroneous, often unreasonable, often unjust.

From below come the continuously intermittent demands or objections of the employees, often selfish and inequitable, very often untimely and ill-advised.

Between the three, the manager is almost always compelled to choose that of the owners, for his bread and butter seems to depend on his pleasing them and giving the results they demand. Then, unconsciously, he is led to regard the other viewpoints as wrong—generally intentionally so. And the pity of it is that under that constant urging and pressure the main assets of the utility are apt to be lost sight of or to be but dimly seen or appreciated by the executive. Those main assets are a satisfied and favorable public and a loyal and contented force of employees, and the beauty of these assets is that while they are intangible as to dollars and cents value they are the assets that not only finally give the best pecuniary returns but that add more to the actual value of the plant than does its whole physical property. It seems strange that this is not more fully realized or that, being realized, it is not more fully acted upon. It must be remembered, however, that the local operator or manager is not the only one that wears blinders. The owners and bondholders not only seem to wear very large ones at times but to add smoked glasses to the outfit.

Now, it is of no use for any one to try to tell me that these assets are impossible or even excessively

difficult to obtain or retain, even in some very unlikely localities. I know better by actual experience in many divergent sections of this country. Notwithstanding my blinder myopia I have achieved them with fair success in every community where I have remained long enough to put my ideas into full practice.

It is a heart-to-heart talk with his old accomplices of a man who has been uplifted and become a part of "the public." Thus, somewhat patronizingly, he continues:

You will hear that it is "impossible to please the public; the more you cater to them the more they will require of you." You will also hear that it is "unwise as well as impossible to satisfy the employees; as fast as you give them the inch that they demand they will insist on the ell."

That is simply bosh! I have tried it and found the contrary in every case. This classification into "public" and "employees" is a survival of feudal ideas and has done more harm than even the masses and classes slogan of the demagogue. You and I and all of us are the public to anything in which we are not directly interested as owners or employees. As an electric-light man I was one of the public as regarded telephones, telegraphs and steam railroads, and with reference to them I never felt that I or those of my friends or acquaintances similarly situated were either fools, knaves or ingrates. The public is you and I and millions of other plain Americans just like us, and there is a mighty small percentage of us that will not respond in kind to just, equitable, and courteous treatment or that will not feel and act in the reverse way where our treatment is also of the reverse description. This applies to individuals, firms and private and public corporations and whether we are treated as individuals or as a class.

And most of us are employees also—employees of some one or something—and there are few of us that will not respond in kind to justice, equity, courtesy or a little liberality from our employers. We may kick a little and talk a whole lot if the shoe sometimes pinches us, but if we have been the ones to make the misfit there is seldom ill-feeling back of the talk, and if there is, we can always trust the public to sense the difference between a "grouch" and a genuine grievance. A genuine grievance always has facts back of it.

However, having had experience with the men he is now admonishing, and holding it very probable that many of them have in them the spark of the nobler nature that can be appealed to, too, he advises "the public" some:

The moral to the public and to the employees is this: The apparent fault of your local utility or utilities may often be a misfortune of which they are unaware. It lies largely with you to dissipate that misfortune or that view of it, at least, to give the opportunity for that dissipation. Try the idea of looking at the other side of the shield. Come down to cases, and bring facts, not fancies, to back up your grievances. Do not break loose in newspaper, council-chamber, Legislature, or courts until you have tried direct, practical, sensible and courteous business appeal to the principals of your public utilities. That much is due to yourselves as well as to the utilities, for, individually, you are sane, just and courteous in your dealings with one another, and you must be the same to those who operate or manage your utilities; or you at once place yourselves in the wrong position. And you directly owe it to them to do this until, or unless, they have absolutely proved themselves impervious to truth, to dispassionate facts and to ordinary business courtesy—until this happens you have not fully done your share.

## PUBLIC UTILITIES NEWS

**AMERICAN TELEPHONE AND TELEGRAPH COMPANY.**—A sub-committee of the City Council's Committee on Gas, Oil, and Electric Light has been appointed to ascertain what rights the company has in Chicago, in order that this concern may be regulated. The sub-committee was authorized to obtain an opinion from the Corporation Counsel and to devise a system of public regulation and compensation.

**AMERICAN WATER WORKS & GUARANTEE COMPANY.**—The Hydro-Electric Company of West Virginia, controlled by the company, and its subsidiary, the West Penn Traction & Water Power Company, is going ahead with its power development on the Cheat River in West Virginia. The company has filed plans for permission from the State to construct three additional dams on the river for the purpose of storing water and for power purposes. The first of these is 203 feet high and 153 feet wide, and will develop 65,000 horsepower; the second is to be 166 feet high and develop 48,000 horsepower; the third to be 80 feet high and develop 12,500 horsepower. Water from the first dam is to be diverted through a tunnel three and a half miles long and drop 570 feet to the second dam.

**BROOKLYN RAPID TRANSIT.**—The New York Consolidated Railways Corporation, which is the operating company of the B. R. T., has begun running the Williamsburg elevated trains into the subway tube of the Centre Street Loop, thus connecting the Municipal Building in Manhattan with the Borough of Brooklyn by a direct continuous trip. The company has issued its report for the year ended June 30, 1913. The income account compares as follows:

	1913	1912	1911
Gross earnings.....	\$24,152,288	\$23,226,551	\$21,986,543
Net earnings.....	11,318,532	10,614,491	9,820,176
Other income.....	339,947	317,991	297,524
Total income.....	11,658,779	10,932,482	10,117,700
Charges and taxes.....	7,161,851	7,221,290	6,969,221
Surplus.....	4,496,928	3,711,222	3,148,479
Dividends.....	2,440,770	2,239,851	2,242,690
Profit and loss surp...	7,056,097	5,863,813	5,427,395

**BUFFALO & LAKE ERIE TRACTION COMPANY.**—

With the organization of the new corporation which will take over the company, the Buffalo, Lockport & Rochester Railway Company and the recently organized Canadian-American Power Company, a new electric railway system of importance will come into being. At the hearing before the up-State Public Service Commission on the application for approval of the plans of the reorganization of the company and the acquisition by the new company of the other corporations no organized opposition developed. There was a protest filed by a few minority bondholders who objected to losing their interest for a period, but it is not believed that this will have any effect on the plan, and it will be approved in all probability.

**CLEVELAND, PAINESVILLE & EASTERN RAILROAD.**—The report of the road for June and six months showed gross earnings for the half year advanced \$12,554, most of which was saved for the net. Interest charges increased only \$3,116, leaving surplus applicable to dividends \$19,399, an increase of \$11,547.

**COLORADO UTILITIES.**—The Colorado Tax Commission has completed valuation for taxation of public utilities of the State. All valuations were made on a full cash basis and aggregate assessment of all public utilities is an increase of \$54,905,463 over 1912.

**COLORADO POWER COMPANY.**—Recapitalization plan of the company just completed provides for authorized issue of \$6,000,000 5 per cent. first mortgage gold bonds, of which \$2,000,000 will presently be issued; an authorized issue of \$1,500,000 7 per cent. cumulative preferred stock, of which \$1,000,000 will be issued, and \$2,000,000 common stock, all of which will be issued. Outstanding issue of about \$2,500,000 5 per cent. bonds will be scaled down to \$2,000,000, bondholders taking preferred stock for the difference in bonds. Preferred stock will be preferred as to dividends and assets and will be cumulative at 7 per cent. per annum from Jan. 1, 1914, and mature in not more than twenty years. Understood that 94 per cent. of bondholders have agreed to plan. Equitable Trust Company is depository for common and preferred stockholders.

**COMMONWEALTH POWER, RAILWAY AND LIGHT COMPANY.**—The company reports for the year ended June 30 last:

	1913.	Increase.
Gross earnings.....	\$1,655,514	\$474,346
Oper. expenses and taxes.....	90,186	7,948
Interest.....	129,093	114,885
Total deductions.....	219,279	140,216
Net inc. for divs., replace'ts, and dep.	1,436,234	334,129
Preferred dividends.....	460,000	99,809
Balance.....	976,234	234,320

**CONSOLIDATED GAS COMPANY.**—The company has asked permission of the Public Service Commission to issue \$100,000 or \$486,850, of the mortgage debenture stock, with the privilege of conversion, at the option of the holder, into common stock on a basis of \$25 debenture stock for \$100 par value of the common stock to be used when needed for conversion. The last Legislature authorized the issuing of this stock, but the Public Service Commission must pass upon the purpose for which it is used when issued from time to time. The commission will give a hearing on the matter on Aug. 19.

**DENVER & NORTHWESTERN RAILWAY CO.**—Because of requests from many of the larger holders of the company first and collateral trust bonds, bankers for the company have arranged for an exchange of these bonds for the first and refunding bonds of the Denver City Tramways Company. This exchange of securities is provided for in the mortgage of the Tramways company, a sufficient amount of its first and refunding bonds being reserved for this purpose. The terms of the exchange are at 105 for the Denver & Northwestern Railway first and collateral trusts and 100 for the Tramways bonds. In addition to exchanging their bonds at a premium, holders of the first and collateral trusts will receive a mortgage security for one that under some circumstances might be depreciated in value by some action on the part of the Tramways Company, which would lessen the value of the collateral behind the first and collateral trusts.

**DENVER RESERVOIR & IRRIGATION CO.**—A Federal Judge in Chicago has granted the petition of the Continental and Commercial Trust Company and Savings Bank authorizing Master Morrison to sell on Aug. 13 a lot of collateral, represented by approximately \$2,000,000 in bonds held by lien and trust deed against the Denver Reservoir and Irrigation Company and Arthur Day, as receiver for the same. The Reorganization Committee will purchase these securities in order to obtain control of the various water rights and contracts, whereby the company may be able to continue business.

**DETROIT UNITED RAILWAY.**—The railway stands ready to accept either the Cleveland, the Toronto, or the Chicago street railway settlement, including the rates of fare, the service, and the percentage of receipts paid to the city. The railway also stands ready to sell its lines within the city of Detroit at any time the city desires to buy for a fair price to be agreed upon, or failing agreement, to be determined upon in any fair and reasonable way. In addition the company offers to accept the same terms as those under which the Glasgow tramways are operated, the same zone rates of fares, and agrees, if this is done, to continue to pay the same wages to its employees as at present.

**FORT SMITH LIGHT AND TRACTION COMPANY.**—Quarterly dividend of 1 1/2 per cent. on the \$1,410,000 of preferred stock of Fort Smith Light and Traction Company, due July 15, was not paid. Dividend was not quite earned by company for the quarter. Paying of dividend is only temporary and expectations are that last half of year will show preferred dividends much more than earned.

**INTERBOROUGH RAPID TRANSIT COMPANY.**—Listing of \$12,541,000 first and refunding 5 per cent. bonds of the company indicates that underwriting syndicate headed by J. P. Morgan & Co. has disposed of that amount of the new securities quietly without necessity of a public offering. The listing application

asked authority to add \$148,416,000 when sold, making total issue applied for \$160,957,000. Under mortgage covering the bonds the total authorized is \$300,000,000.

**LEHIGH VALLEY TRANSIT COMPANY.**—Gross earnings from railway sources only in July amounted to \$140,568, an increase of \$19,025 over July, 1912.

**MICHIGAN STATE TELEPHONE.**—Stockholders have been offered the right to subscribe at par to new stock on or before Aug. 20 which will bring the capitalization of the company up to the authorized amount of \$10,000,000—\$6,000,000 common and \$4,000,000 preferred.

**MONTREAL LIGHT, HEAT, & POWER COMPANY.**—In connection with the increase in the capital of the company to \$22,000,000 from \$17,000,000, Directors have notified shareholders that they will offer \$1,700,000 at par, on the basis of one new for each ten old shares on the books on Sept. 15. Warrants will be issued to shareholders, stating the number of shares they are entitled to, on or before Oct. 1. New shares are payable, \$25 for each share, on Nov. 17, 1913, and Feb. 16, May 15, and Aug. 17, 1914. Failure to pay any installment renders previous payments liable to forfeiture. The right to subscribe will expire Nov. 17. New stock will rank with existing stock for dividends for the quarter ending Oct. 31, 1914.

**MONTREAL TRAMWAYS COMPANY.**—The company reports for the year ended June 30 last as follows: Gross earnings, \$6,754,237; operating expenses, \$4,032,664; net earnings, \$2,721,572; deductions, \$2,083,231; net income, \$638,341; dividends, \$156,382; balance, \$481,959; discount on bonds, &c., \$287,384; surplus, \$194,564. Passengers carried, 213,297,325. The annual meeting of the stockholders was held at noon Aug. 5.

**NEW YORK EDISON COMPANY.**—The company in its application to Public Service Commission to issue \$15,900,000 additional stock to refund notes held by Consolidated Gas Company states that cost of property as of Dec. 31, 1912, was \$118,641,896. Income for 1911 was upward of \$8,094,700 and for 1912 \$8,536,300. The company says gross for 1913 will more than equal the preceding year. The total bonded indebtedness is \$38,157,883 outstanding.

**NORTHERN OHIO TRACTION AND LIGHT COMPANY** reports for June:

	1913.	Increase.
Gross earnings.....	\$291,517	\$14,567
Net earnings.....	113,162	*9,309
Surplus.....	67,949	*10,706
From Jan. 1 to June 30:		
Gross earnings.....	1,497,237	119,962
Net earnings.....	568,779	*15,725
Surplus.....	298,055	*23,524

\*Decrease.

**ORO ELECTRIC CORPORATION.**—The corporation, which passed the dividend on its preferred stock July 1, has made a statement to the California Railroad Commission which shows that the company has not been paying all of this dividend out of its utility operations, but has made up the deficit by income from other sources. Oro Electric controls large sections of land on which gold dredging is carried on. In 1912 dividends paid amounted to \$106,000, and \$61,431 of these were paid from outside income, while in 1913 dividends amounting to \$87,500 have been paid, of which \$31,869 came from sources aside from its utility investments. Value of the utility holdings of Oro Electric are placed at \$3,696,020, while its non-utility holdings are valued at \$1,121,625. The income from the public utility properties, however, is steadily increasing. Net income from utility properties in the first half of 1913 was \$55,630, as compared with net income from these sources of \$43,568 in the first half of 1912. Oro Electric Corporation has applied to the California Commission for authority to issue \$1,000,000 of 6 per cent. bonds. It appeared on the hearing that the company has already disposed of \$695,000 of these bonds for \$617,000, without first obtaining the consent of the commission. The commission postponed the decision on the application to permit the company to make a full explanation of its action, although it was urged that authority be given for the issue of \$200,000 of bonds at once.

**PACIFIC GAS & ELECTRIC COMPANY.**—The California Railroad Commission has authorized the company to refund \$319,000 of short time notes, and at the same time passed upon the question as to the authority of a public service corporation to refund or renew notes running one year or less without approval of the commission.

**PHILADELPHIA RAPID TRANSIT COMPANY.**—

	1913.	P. C. Inc.	1912.
Gross earnings.....	\$23,927,179.00	5.40	\$22,700,691.90
Net.....	9,721,423.65	40.63	8,751,860.76
Surplus.....	509,852.84	2.13	*150,489.52

\*Deficit.

**PHILADELPHIA ELECTRIC COMPANY.**—The company is planning to increase its plants and power capacity in order to cope with extensive demands by new business. A sub-station to cost \$200,000 is about to be built at Sixty-fifth Street and Paschall Avenue to distribute power to plants in West Philadelphia, and Chester and Delaware Counties. Another sub-station is to be built at Marcus Hook, while a third will be erected at Chester. Negotiations for supplying the Pennsylvania Railroad with power are under way.

**REPUBLIC RAILWAY AND LIGHT COMPANY** earnings for month of May—

	1913.	Increase.	P. C. Inc.
Gross earnings.....	\$345,342.86		\$28,630.34
Net earnings.....	93,608.85		9,637.94
Surplus.....	47,904.16		8,032.41

12 months ended May 31:

Gross earnings.....	2,908,242.90	301,567.26	12.16
Net earnings.....	1,107,161.02	103,422.98	10.85
Surplus.....	570,181.02	103,302.63	22.12

**RICHMOND LIGHT, HEAT & POWER CO.**—An agreement was filed with the Public Utilities Commission by which the company will take over the franchise of the Allegheny Natural Gas Company, and will operate under an indeterminate permit. Under the agree-

ment Richmond will be served with natural gas at from 30 to 40 cents per 1,000 cubic feet. The company will not be permitted to put in its plant as a part of the basis for the establishment of future rates. John T. Beasley, representing the company, said that the bonds are held by interests that are affiliated with the United Gas and Electric Company, 40 Broadway, New York. Chairman Duncan said that the commission will approve the merger of the companies.

**ST. JOSEPH RAILWAY, LIGHT & POWER COMPANY.**—E. W. Clark & Co. have sent the following notice to holders of the Fidelity Trust Company certificates of deposit of St. Joseph Railway, Light, Heat & Power common stock: "The contract with Henry L. Doherty & Co. for the purchase of the common stock of the St. Joseph Railway, Light, Heat & Power Company was made for the benefit of the Cities Service Company, and has been transferred to that company. We have agreed with the Cities Service Company to extend the payment due Aug. 1, 1913, to March 1, 1914, and the payment due Feb. 1, 1914, to Aug. 1, 1914, so that the balance of purchase under such contract is due \$15 a share March 1, 1914, and \$35 a share Aug. 1, 1914. Interest on all installments at the rate of 5 per cent. has been paid to date, and the new agreement provides for interest after Aug. 1, 1913, at the rate of 6 per cent. per annum, payable March 1, 1914, and Aug. 1, 1914. Pursuant to this agreement, \$500,000 of Cities Service 7 per cent. convertible notes have been deposited with the Fidelity Trust Company as additional collateral for the installment due March 1, 1914, the notes to be returned to the Cities Service Company upon payment of this installment. We regard this agreement as being to the advantage of depositing stockholders, and over 65 per cent. of the deposited stock has approved the agreement. Interest due Aug. 1, 1913, will be paid on presentation of certificates of deposit at our office for indorsement of such payment and assent to the modified agreement."

**UNITED LIGHT AND RAILWAYS COMPANY.**—For June, 1913, the gross earnings were \$107,505, with net income of \$69,946, and a balance for the common stock of \$25,182. Gross earnings of the subsidiary companies for the year were \$5,608,929, an increase of \$638,188, or 13.1 per cent. Operating expenses increased \$326,658, or 10.8 per cent., leaving net earnings of \$2,361,273, an increase of \$31,529, or 1.3 per cent. The fixed charges of the subsidiary companies were \$97,759, or 8.8 per cent. larger, leaving a combined surplus for the year of \$1,152,152, an increase of \$233,771, or 25.5 per cent. The proportion of this combined surplus available for securities of United Light and Railways was \$1,049,930.

**UNITED RAILWAYS & ELECTRIC COMPANY.**—A decision by the Maryland Court of Appeals, holding that the company cannot be required to pave its track area on streets improved by the Paving Commission, will cost the city about \$1,500,000 out of the \$5,000,000 paving loan and special paving tax.

**VIRGINIA RAILWAY & POWER COMPANY.**—The company reports for June:

	1913.	Increase.
Gross earnings.....	\$418,962	\$32,342
Net earnings.....	221,086	42,306
Surplus.....	100,427	35,894

Fiscal year:

Gross earnings.....	4,864,107	305,913
Net earnings.....	2,447,119	311,828
Other income.....	86,706	17,544
Total income.....	2,533,822	329,372
Surplus.....	1,063,321	252,073

## Utilities Securities

Transactions and range of quotations for various public utilities securities on other than the New York markets last week were as follows:

Stock.	Market.	Sales.	High.	Low.	Last.
Am. Cities Co., New Orleans	50	37 1/2	37 1/2	37 1/2	37 1/2
Am. Cities Co. pf., New Orleans	57 1/2	65 1/2	65	65 1/2	65 1/2
Am. Cities Co. 5s., New Orleans	\$1,000	90 1/2	90 1/2	90 1/2	90 1/2
Am. Gas & Elec. 5s., Phila.	\$1,000	84	84	84	84
Am. Gas of N. J., Phila.	15	104	104	104	104
Am. Railways, Philadelphia	22	38	38	38	38
Am. Railways pf., Philadelphia	43	100	100	100	100
Am. Tel. & Tel., Boston	2,564	129 1/2	128	129 1/2	129 1/2
Am. Tel. & Tel., Chicago	100	129	129	129	129
Am. Tel. & Tel. 4s., Boston	\$30,000	88 1/2	87 1/2	88 1/2	88 1/2
Am. T. & T. 4 1/2s., p., Boston	\$40,300	102 1/2	101 1/2	102 1/2	102 1/2
Am. Water Works pf., Pitta.	60	44	43 1/2	43 1/2	43 1/2
Aurora, El. & C. pf., Cleveland	20	82 1/2	82 1/2	82 1/2	82 1/2
Baltimore Elec., Baltimore	100	43	43	43	43
Balt. Trac. 5s., Baltimore	\$1,000	103	103	103	103
Bay State Gas, Boston Curb	5,300	21	20	20	20
Bell Telephone, Montreal	20	142	141 1/2	142	142
Bell Telephone, Toronto	13	141 1/2	141	141 1/2	141 1/2
Bell Telephone 5s., Montreal	\$1,000	98	98	98	98
B'ham Ry., L. & P. 6s., N. Or.	\$7,000	98	97 1/2	98	98
B'ham Ry., L. & P. 6s., N. Or.	\$7,000	98	98	98	98
Boston Elevated, Boston	237	92	90	90	90
Brasil Tr., L. & P., Montreal	360	86	85 1/2	85 1/2	85 1/2
Brasil Tr., L. & P., Toronto	1,830	86 1/2	85 1/2	85 1/2	85 1/2
Brooklyn Rap. Trans., Phila.	200	89 1/2	88 1/2	89 1/2	89 1/2
Canada L. & P. bd., Montreal	\$1,000	60	60	60	60
Capital Traction, Washington	211	116	115 1/2	116	116
Capital Trac. 5s., Washington	\$1,500	108	106 1/2	106 1/2	106 1/2
Chi. City Ry. 5s., Chicago	\$7,000	101	100 1/2	101	101
Chi. Rys., Series 1, Chicago	80	92 1/2	92	92 1/2	92 1/2
Chi. Rys., Series 2, Chicago	1,872	27 1/2	26	26 1/2	26 1/2
Chi. Rys., Series 3, Chicago	75	7 1/2	7	7 1/2	7 1/2
Chi. Rys. 5s., Baltimore	\$1,000	98 1/2	98 1/2	98 1/2	98 1/2
Chi. Rys. 1st 5s., Chicago	\$5,000	98	97 1/2	98	98
Chi. Rys. 5s., Series A, Chicago	\$3,000	92 1/2	91 1/2	91 1/2	91 1/2
Chi. Rys. 5s., Series B, Chicago	\$57,000	83 1/2	81 1/2	82 1/2	82 1/2
Chi. R. pur. money 4s., Chicago	\$5,000	72 1/2	72 1/2	72 1/2	72 1/2
Chicago Tel. 5s., Chicago	\$19,000	100	99 1/2	100	100
Cincinnati G. & E., Cincinnati	239	60	60	60	60
Cincinnati St. Ry., Cincinnati	30	106	106	106	106
C. N. & C. L. T. & P., Cinn.	3	84	84	84	84
C. N. & C. L. T. & P. pf., Cinn.	50	78 1/2	78	78 1/2	78 1/2
Cities Service, Cleveland	5	80	80	80	80
Cities Service pf., Cleveland	20	77 1/2	77 1/2	77 1/2	77 1/2
Cities & Sub. 5s., Baltimore	\$7,000	102	102	102	102

Stock.	Market.	Sales.	High.	Low.	Last.
Cleveland St. Ry., Cleveland		197	103	102 1/2	103
Columbia G. & E., Cincinnati		100	10 1/2	10 1/2	10 1/2
Columbia G. & E., Pittsburgh		285	10 1/2	10 1/2	10 1/2
Columbus G. & P. pf., Cinn.		50	66	66	66
Common. Edison, Chicago		466	142 1/2	140	142
Common. Edison 5s., Chicago		\$14,000	100 1/2	100	100 1/2
Common. Elec. 5s., Chicago		\$3,000	100	100	100
Con. Gas 4 1/2s., Baltimore		\$2,000	92 1/2	92 1/2	92 1/2
Con. Gas 5s., Baltimore		\$1,000	103 1/2	103 1/2	103 1/2
Con. Power, Baltimore		102	104	104	104
Con. Power 4 1/2s., Baltimore		\$41,000	87 1/2	87	87 1/2
Consumers' Gas 5s., Chicago		\$2,000	100	99 1/2	100
Consumers' Gas, Toronto		44	174 1/2	174 1/2	174 1/2
Granville T. & P. 5s., Balt.		\$2,000	93	93	93
Detroit Elec. Ry., Montreal		735	70	68	70
Duluth Superior, Toronto		184	58 1/2	56 1/2	58 1/2
Edison Elec. Ill., Boston		48	275	273 1/2	273 1/2
Elec. & Pco. Pass. 4s., Phila.		\$1,000	85	85	85
"Ga. Ry. & Elec., Boston		5	115	115	115
Ga. Ry. & Elec. pf., Boston		15	84	84	84
Harwood Electric 6s., Phila.		\$5,000	100 1/2	100 1/2	100 1/2
Illinois Traction pf., Toronto		35	89 1/2	89 1/2	89 1/2
Illinois Traction pf., Montreal		80	90	90	90
Inter-Met. 4 1/2s., Boston		\$5,000	75 1/2	75 1/2	75 1/2
K. C. Home Tel. 5s., St. Louis		\$200	91 1/2	91 1/2	91 1/2
Keystone Tel., Philadelphia		230	13	12 1/2	13
Knox. R. & Lt. con. 5s., N. O.		\$1,000	95	95	95
Lehigh Val. Transit., Phila.		130	20 1/2	20	20 1/2
Lehigh Val. Tr. pf., Phila.		47	34	34	34
Little Rock R. & E. 5s., N. O.		\$1,000	101	101	101
Mackay Co., Toronto		303	81 1/2	77 1/2	81 1/2
Mackay Co. pf., Montreal		10	66	66	66
Mackay Co. pf., Toronto		41	67 1/2	67	67 1/2
Mfrs. L. & Heat., Pittsburgh		474	48 1/2	48 1/2	48 1/2
Maryland Elec. 5s., Baltimore		\$18,000	98	96 1/2	98
Mass. Electric, Boston		20	14 1/2	14 1/2	14 1/2
Mass. Electric pf., Boston		45	74 1/2	73 1/2	73 1/2
Mass. Gas, Boston		78	91	90	90 1/2
Mass. Gas pf., Boston		71	90 1/2	90	90 1/2
Mass. Gas 4 1/2s., Boston		\$4,000	95 1/2	95 1/2	95 1/2
Memphis St. Ry. 5s., N. O.		\$1,000	95	95	95
Meriden Lt. & Ry. 5s., N. O.		\$2,500	90	90	90
Met. El. Ry. gold 4s., Chicago		\$10,000	81 1/2	80 1/2	80 1/2
Met. El. Ry. ext. 4s., Chicago		\$4,000	80	80	80
Mexican No. Power, Montreal		25	8	8	8
Mexican Telephone, Boston		10	3 1/2	3 1/2	3 1/2
Mexican Telephone pf., Boston		\$2	7	7	7
Minn. & St. P. 4s., Balt.		\$1,000	100 1/2	100 1/2	100 1/2
Montreal L. H. & P. Montreal		1,141	206	202	202 1/2
Mont. L. H. & P. pf., Mont.		3,230	9	8 1/2	9
Montreal Telegraph, Montreal		8	139	139	139
Montreal Tram. deb., Montreal		\$9,000	73	73	73
Mont. Tram Power, Montreal		215	32 1/2	32	32 1/2
Mont. Tram. Pow., new Mont.		3	150	150	150
Nash. Ry. & L. 5s., New Or.		\$2,000	100	100	100
New England Tel., Boston		148	147	147	147
New Eng. Tel. 5s., Boston		\$13,000	100 1/2	100 1/2	100 1/2
N. Or. Ry. & Lt. 4 1/2s., N. Or.		\$22,000	82 1/2	82	82 1/2
Nor. Ohio Tr. & L., Cleveland		15	63	63	63
Nor. Ohio Tr. & L. pf., Cin.		10	100	100	100
Norfolk & Atl. Term. 5s., Balt.		\$1,000	93	93	93
Norfolk & Portsmouth 5s., Balt.		\$15,000	88	88	88
Norfolk Ry. & Lt., Baltimore		70	25	25	25
Norfolk Ry. & Lt. 5s., Baltimore		\$5,000	97 1/2	97 1/2	97 1/2
Ogden Gas 5s., Chicago		\$2,000	94	94	94
Ottawa L. H. & P. Montreal		138	153	151	153
Ottawa L. H. & P. Toronto		50	152 1/2	151 1/2	152 1/2
O. L. H. & P. new, Mont.		102	150	149	150
Pac. Gas & E., Chicago		100	40 1/2	40 1/2	40 1/2
Pac. Gas & Elec., San Fran.		60	42	42	42
Pac. Gas & E. pf., San Fran.		55	86 1/2	86	86 1/2
People's Gas, Chicago		570	116	114 1/2	114 1/2
People's Gas ref. 5s., Chicago		\$5,000	100 1/2	100 1/2	100 1/2
People's Water Co., San Fran.		100	2 1/2	2 1/2	2 1/2
Penna. W. & P., Baltimore		530	68 1/2	68 1/2	68 1/2
Philadelphia Co., Philadelphia		125	42 1/2	42	42 1/2
Phil. Co. 6 p. c. cum. pf. Phila.		236	43 1/2	42 1/2	43 1/2
Phil. Co. pf., Philadelphia		100	40	40	40
Phil. Co. 1st 5s., Philadelphia		\$3,000	80 1/2	80	80 1/2
Phil. Co. con. 5s., Philadelphia		\$11,000	80 1/2	80 1/2	80 1/2
Phil. Electric, Philadelphia		3,523	22	21 1/2	22
Phil. Electric 4s., Philadelphia		\$11,000	80 1/2	80	80 1/2
Phil. Elec. gold 5s., Philadelphia		\$3,000	102 1/2	102	102 1/2
Phil. R. T., Philadelphia		7	23	23	23
Phil. R. T. cfs., Philadelphia		2,400	23 1/2	22 1/2	23 1/2
Phil. Traction, Philadelphia		22	82 1/2	82 1/2	82 1/2
Porto Rico Rys., Montreal		25	54	54	54
Porto Rico Rys., Toronto		116	55	54 1/2	55
Potomac Elec. con. 5s., Wash.		\$2,000	100	100	100
Potomac Valley 5s., Baltimore		\$1,000	100 1/2	100 1/2	100 1/2
Public Service pf., Chicago		120	92 1/2	90 1/2	91 1/2
Quebec Ry. & L. H., Mont.		376	12	11	11 1/2
Quebec Ry. & L. H. 5s., Mont.		\$7,000	47	47	47
Rawhaining W. & P., Mont.		116	123	123	123
Spring Val. Water, San Fran.		160	51 1/2	51 1/2	51 1/2
Stand. Bound 5s., Balto.		\$4,000	102 1/2	101 1/2	102 1/2
Stand. Gas & Elec. 6s., Phila.		\$3,000	94	93 1/2	94
Third Avenue, Philadelphia		10	36 1/2	36 1/2	36 1/2
Toronto Railway, Montreal		170	140	138	140
Toronto Railway, Toronto		147	139 1/2	138	139 1/2
Union City, Toronto		25	104 1/2	104 1/2	104 1/2
Union City, Toronto		47	106	105	106
Union Gas, Pittsburgh		20	126	126	126
Union Traction, Philadelphia		811	49 1/2	48 1/2	49 1/2
United Co. N. J., Philadelphia		47	226	223 1/2	226
United Gas Imp., Philadelphia		871	85 1/2	84 1/2	84 1/2
N. Rys. Inv. 5s., Philadelphia		\$24,000	75 1/2	74	75 1/2
United Ry. & Elec., Baltimore		2,597	27	26 1/2	27
United Ry. & Elec. 4s., Balt.		\$2,000	83 1/2	83 1/2	83 1/2
United Ry. & El. inc. 5s., Balt.		\$21,000	62 1/2	62 1/2	62 1/2
United Ry. & El. ref. 5s., Balt.		\$7,000	88 1/2	86	87 1/2
United Ry. & Elec. notes, Balt.		\$5,500	107 1/2	106 1/2	107 1/2
N. Ry. Co. of St. L. pf., St. L.		145	31 1/2	30 1/2	31
N. Ry. Co. of St. L. 4s., St. L.		\$2,000	60 1/2	60 1/2	60 1/2
Utility Imp. pf., Columbus		5	68 1/2	68 1/2	68 1/2
Y. Ry. & P., Baltimore		1	53	53	53
Nash. Ry. & Power 5s., Balto.		\$1,000	92 1/2	92 1/2	92 1/2
Washington Gas, Washington		137	84 1/2	84	84 1/2
Washington Gas 5s., Washn.		\$3,500	107	106 1/2	106 1/2
Wash. Ry. & Elec., Wash.		8	92	92	92
Wash. Ry. & Elec. pf., Wash.		96	88 1/2	88	88 1/2
Wash. Ry. & Elec. 4s., Wash.		\$29,000	82 1/2	82 1/2	82 1/2
West End St. Ry., Boston		298	72 1/2	72	72 1/2
West End St. Ry. pf., Boston		96	88	88	88
West Tel. & Tel. 5s., Boston		\$2,500	90 1/2	90 1/2	90 1/2
West Penn. Trac., Pittsburgh		99	20	20	20
Winnepeg Ry., Toronto		25	192	192	192
York Ry. pf., Philadelphia		35	37	37	37
*Ex-Dividend.					



# News Digest

## FORECAST AND COMMENT

**INVESTMENT BANKERS.**—The twenty-five visiting members of the National Investment Bankers' Association in session at Cleveland, Ohio, on Friday, predicted a gradual betterment of the business outlook with the approach of Fall.

**HOWARD ELLIOTT.** (as reported in a news dispatch describing a farewell dinner at the Harvard Club, St. Paul).—"Rightly or wrongly," Mr. Elliott said, "strained relations have arisen in New England between the public and the New Haven road. I go there to reform a piece of work which is quite ready for me. A difficult situation confronts me, but a sense of duty calls me to go. My task here is not so arduous as that, but in spite of my regret at leaving the Northwest and Minnesota friends, it is pleasant to return to New England for several private reasons. I spent my boyhood there and my children are in school there." Mr. Elliott declared a higher standard was being developed in the business world, and said the university man had something to do with the change. Business in the country each year is developing on a higher plane," he said. "In the great period of construction, which is now almost completed, men have not always been too scrupulous as to the means employed. But that is being changed for the better, and not only in the business world, but in the political world as well, men are becoming imbued with a new sense of honor and duty, and far more rapidly than we imagine."

**HON. H. T. CROTHERS, MINISTER OF LABOR FOR CANADA.**—While in the West of Canada I found a state of general prosperity prevailing, although in a few places building trades were not as brisk as usual. The prospects for a large crop are very bright. Large expenditures are being made in railway construction work, and there is an immense inflow of good immigrants. It is expected that the slackness felt in trade, owing to world-wide financial stringency, will very shortly pass away.

**GEORGE M. REYNOLDS.**—Business has picked up considerably, and wears a favorable aspect. The manufacturers and merchants are not worried by the pending tariff and currency legislation, although world-wide interest is felt in both movements. I am not a believer in the fallacy concerning banking necessities at crop moving time. The West is able to take care of itself, and there is no distress or congestion.

**BYRON W. HOLT.**—Believing that the present advance is only a rally in a bear market that is likely to continue for another year, and that will end in a serious collapse of prices and in business depression, we do not expect this advance to continue much longer or to go much further. It has, in fact, already exceeded our expectations of six weeks ago, when we were moderately bullish. Inspired, perhaps, by the fact that the New York banks have greatly increased their reserves during the last three months; that the prices of stocks have risen materially and of bonds moderately, since June; that foreign and domestic conditions—politically, industrially, and financially—show some improvement; that our crops promise fairly well, and that our National Treasury will render unusual assistance to the banks during the crop-moving period, next Fall, a spirit of optimism has pervaded the country, including Wall Street, during the last few days and weeks. In normal times a liberal supply of optimism is desirable. In certain abnormal times even a moderate amount of optimism may be dangerous. Just now we are of the opinion that great caution should be exercised, and that it is dangerous to take off the brakes that our bankers and business men have been applying so effectively during the last six or eight months. We should proceed slowly and cautiously while there are so many danger signals ahead.

**MESSRS. W. H. HORBURY & CO., LIVERPOOL, ENGLAND.**—The cotton futures market has been a little more active; the amount of business, however, is limited to small proportions. The sudden drastic decline of the July and August positions in New York and New Orleans has certainly been an eye-opener to some of the bulls. We think this unexpected occurrence is largely due to the possibility of the passing into law of the "Clarke Amendment bill" in Washington, which practically amounts to closing the New York and New Orleans Exchanges. Mr. Clarke and his fellow Congressmen in favor of his bill may be exceedingly clever men in a variety of ways; that England will appreciate their efforts in getting the bill sanctioned, goes without saying. Lancashire and Continental spinners would be glad that the dictating of the price of cotton should be transferred to them from New York and New Orleans, for there is no doubt that America would never have received anything like as many dollars for her cotton crops had it not been for the futures contract markets of those two exchanges. Why the United States Government should be desirous of placing her producers of cotton in the hands of outsiders who do not voluntarily contribute to the upkeep of America, is difficult to understand. If the bill is made a law, there is sure to be serious trouble in the South, with far-reaching effects. The price of cotton would decline to such an extent that the financial position of the Southern States would be exceedingly embarrassing to America.

**MARSHALL FIELD & CO., CHICAGO.**—As judged by the shipments of merchandise for Fall and immediate use, the dry goods business of the week compares favorably with that of the same period a year ago. Buyers in the market from certain sections where hot weather is thought to have hurt corn, are optimistic over the crop situation as a whole, as earlier crops already harvested offset somewhat present unfavorable prospects for later crops in their localities. Collections remain normal. Salesmen on the road are beginning to send in orders for laces and embroideries for Spring delivery. Handkerchief lines for holiday selling are also getting considerable attention. Drapery fabrics

are in great demand in anticipation of the Fall decorating season.

**JOHN V. FARWELL CO., CHICAGO.**—Wholesale general merchandising conditions manifest a substantial optimistic aspect. The invitation by the Secretary of the Treasury to representative bankers in fifty-nine of our large cities to confer with the Treasury Department relative to the distribution of Government funds, to facilitate the movement of crops; the probability of the Currency bill being so modified, as will meet the approval of the majority of thinking bankers and business men; the large proportion carried over of the enormous 1912 crop, combined with the present prospect of a fair crop this season, averaging a larger supply per capita than for a number of years; all indicate a strong probability of a material increase in future business. Collections during the past seven months show a substantial increase over the corresponding months a year ago. Salesmen with mill lines of silk and imported fabric gloves are now on the road for the 1914 season. Prices are about the same as last season—silk and labor being no cheaper. The world's shortage of wool has caused an increase in the price of wool and silk and wool dress goods in Europe as well as America. In England the price for blue serges is 3s 11d a yard, as against 2s 6d last year.

**DUN'S REVIEW.**—Confidence still holds sway in business circles. Optimism in the West and South has been tempered somewhat by the damage to corn, although it is the opinion that much of the loss in that cereal will be offset by the gain in wheat. Generally considered, agricultural prospects continue promising, and the purchasing power of the farming community will be enhanced by abundant harvests and remunerative prices for the leading staples. Current trade reflects the usual Summer quietness, yet encouraging reports outnumber those of an opposite character. A slight increase in the volume of new orders is apparent in iron and steel, but consumers are buying cautiously and mainly for immediate requirements. Preparations are being made for Fall business in dry goods, and the steady purchasing by retailers has materially reduced stocks. Future operations in men's wear are well under way, but prospective tariff changes complicate openings of new Spring lines. Irregularity prevails in the market for leather. The easier conditions in the monetary situation have become more pronounced, and interior institutions are buying commercial paper with greater freedom.

**BRADSTREET'S.**—While irregularity still pervades trade, crop, and industrial reports, and Fall trade seems rather slow to get under headway, the underlying general tone, except in sections where early favorable feeding crop promise has faded, is still highly optimistic. The money situation reflects less tension, the country's wheat yield promises to be a bumper one, cotton crop promise as a whole is excellent, pig iron is more active at higher prices, and tariff debate, though dragging, still moves toward its close; the railroads are busy moving the first of the country's large crops to be garnered, and export clearances of this wheat are liberal. There are, however, enough spotty features in the outlook to prevent present and past conservative management of business affairs from being rashly abandoned.

**THE IRON AGE.**—At 2,500,046 tons, or 82,601 tons a day, the July output represents a falling off of 5,018 tons a day from the total of June, which was 2,625,565 tons for thirty days. Thus the July rate is 2,000,000 tons a year less than that of June, 3,000,000 tons less than that of May, and 3,500,000 tons less than that of February, when the high point was reached. In February the country was producing pig iron at the rate of 34,000,000 tons a year. The July rate of 30,500,000 tons (estimating charcoal iron) thus represents a decline of about 10 per cent. in six months. Reports from iron and steel markets are rather more favorable on the whole, just as the statistics are accentuating pig iron curtailment. The foundry pig iron market has shown a smaller proportion of large sales in the last week than in the heavy movement of the second half of July. In general, foundry iron prices have been advanced 50 cents above the point touched in the July dip; Southern iron is probably 75 cents higher at \$10.75 Birmingham, though \$11 better represents the market. The situation in semi-finished steel is somewhat easier. In the East, where Steel Corporation purchases are no longer a factor, the long-standing \$28 basis could be considerably shaded. One Eastern steel plant has curtailed production.

**THE IRON TRADE REVIEW.**—With pig iron prices hardening as the result of continued heavy buying and softening in finished lines, due to sharp decline in volume of specifications and new orders, the iron and steel trade presents marked reversal from conditions prevailing several months ago, when pig iron declined to lower than cost basis, and finished products were exceptionally strong. Fortunately, the favorable features of the situation outweigh the unfavorable tendencies, and it is generally believed that pig iron activity is the forerunner of a buying movement in finished lines. A total of more than 100,000 tons of pig iron is involved in recent purchases made by large buyers in all sections of the country.

**COAL AGE.**—With the August anthracite circular now in effect, there is little interest shown in getting coal forward, although there is a large tonnage moving at the full circular, and any further curtailment in production is unlikely. The companies appear to be disposing of the restricted production without any serious trouble, although there is considerable individual coal being sold down to the regular April circular, or less. The steam grades are showing some indication of improvement. The broad heavy consumption of bituminous continues unabated, and the trade is now beginning to contemplate what the situation will be in the Fall. Indications are that the current month will be the best August in the history of the soft coal market, but the situation will turn entirely on the production. While the outlook for increased shipments is not encouraging at the moment, the possibility of a heavier movement is tending to give an easier tone to the market. Spot tonnage has not been particularly strong, especially where accumulations have occurred; buying is also more scattered and of an emergency kind, but prices continue firm.

## GENERAL

**CURRENCY BILL.**—The bankers of the Central West who conferred with Secretary McAdoo last week on currency matters advised two changes in the proposed Glass-Owen measure. The first, in details: "First—That the reserve to be required of country banks outside of central reserve and reserve cities be reduced to 12 per cent. of the aggregate amount of their deposits, such reserve to consist of 4 per cent. cash in the banks' own vaults, 3 per cent. in cash deposited with the Federal reserve banks, and the remaining 5 per cent. to be placed either with the banks' reserve correspondents or with the Federal Reserve Board or in the banks' own vaults. As the bill now stands, the country bank reserve is to be 15 per cent., of which 5 per cent. would be in the banks' own vaults, 5 per cent. with the Federal reserve banks, and the other 5 per cent. either in the banks' vaults or with the Federal reserve banks. Second—That in ordinary reserve cities, such as Kansas City, Cincinnati, Columbus, &c., the reserve be 18 per cent., of which 6 per cent. would be in the banks' own vaults, 6 per cent. deposited with the Federal reserve bank, and 6 per cent. either with the reserve correspondents, the Federal reserve banks, or the ordinary reserve city banks' own vaults. As the bill stands the ordinary reserve cities would be required to carry a 20 per cent. reserve, of which 10 per cent. would be in its own vaults and 10 per cent. with the Federal reserve bank. Third—That in the three central reserve cities, New York, Chicago, and St. Louis, the reserve be 20 per cent., equally divided between the banks' own vaults and the Federal reserve bank provided in the bill." According to the correspondent of THE NEW YORK TIMES, the other suggested change is to strip the Federal Reserve Board of all power of initiative in the administration of the new banking system, by transferring such power of initiative to the proposed Federal Advisory Council, and leaving to the Federal Reserve Board only regulatory powers and the right to approve or veto administrative proposals when initiated by the Federal Advisory Council. The bankers present voted, 29 to 2, that if these changes were made they would support the measure and urge its passage in the present session of Congress. But if such changes were not made they indicated that they would prefer to have banking legislation go over until the regular session of Congress next Winter. At a conference of Democratic members of the Currency Committee earlier in the week it was decided to recommend the adoption of an amendment providing that the Federal Reserve Board shall be bipartisan in character, that is that not more than two of the four appointive members of the board to be named by the President shall be appointed from one political party. Also the adoption of a motion authorizing Chairman Glass to draft an amendment to be reported with the bill to the caucus, permitting national banks to organize and operate savings and trust company departments.

**THE NEW OWEN BILL.**—A bill providing for increasing the gold reserve in the redemption division of the Treasury, retiring the 2 per cent. bonds, and unifying the currency issues of the United States, was introduced in the Senate by Senator Owen, Chairman of the Banking and Currency Committee. The measure provides that the Secretary of the Treasury is authorized and directed, as gold certificates come into the Treasury or sub-Treasuries of the United States, to have them canceled and the gold represented by such certificates transferred to the redemption division. In place of these canceled gold certificates the Secretary is to issue Treasury notes of the United States, redeemable in gold at the Treasury. The Secretary also is authorized, in his discretion, when requested to do so by the national banks having outstanding national bank notes secured by 2 per cent. bonds, to purchase these bonds at par and accrued interest, and to assume the redemption at par of the bank notes secured by these bonds, charging the amount of the notes against the proceeds of the 2 per cent. bonds and paying the balance in cash to the national banks. These 2 per cent. bonds shall then be canceled and a like amount of twenty-year 3 per cent. bonds shall be placed in the redemption division and the annual interest on them credited to the funds of the redemption division. When the national bank notes, the redemption of which has been resumed, shall come into the Treasury, they shall be canceled and retired, and in place of these notes the Secretary of the Treasury shall issue Treasury notes in like amounts. The bill was referred to the Committee on Banking and Currency.

**THE MEXICAN SITUATION.**—The President early in the week decided to send ex-Governor John Lind of Minnesota to Mexico on the mission of attempting mediation between the Constitutionalists and Huerta. Gov. Lind has been officially designated as special counselor to the American Embassy at the City of Mexico, but following so closely after the removal of Ambassador Wilson, he is credited with being really an Envoy Plenipotentiary, representing the President. Washington opinion is that the President has adopted a consistent policy of refusal to recognize Huerta. The latter is reported to be angry and defiant. He was quoted on the day of Gov. Lind's appointment as saying that President Wilson's representative would be regarded as an undesirable person in Mexico if he did not come with credentials which would, in effect, recognize Huerta as chief executive. This was rather alarming at first, as the language suggested a provision in the Mexican Constitution by which "undesirable" persons may be summarily ejected from the country. It was even reported that Mr. Lind would not be permitted to land, and this would, of course, bring about a critical situation at once. However, Friday dispatches said that Mr. Lind was to be permitted to land, and that precautions against any demonstration inimical to him were being taken; that Huerta would simply ignore him officially until it was found that he was interfering in Mexican affairs. Ex-Gov. Lind hurried to Texas and embarked in an American warship for Vera Cruz, where he landed Saturday. There was no hostile demonstration at his landing. He was to take a train to the City of Mexico.

and to reach there Sunday. Popular feeling against the United States is reported strong in that part of Mexico. President Wilson is reported to be confident that he can bring about mediation, although Huerta is said to be defiantly outspoken in refusing to consider it. The leader of the Constitutionalists was also quoted as refusing to treat on peace terms with Huerta. President Wilson on Saturday held a conference at the White House with the entire Senate Committee on Foreign Relations. There has been war talk in the Senate.

**GOVERNMENT DEPOSITS.**—When the proposed distribution of Government deposits was discussed by the bankers who conferred with Mr. McAdoo last week, the tenor of the bankers' talk was that they did not regard it as absolutely necessary yet for the banks to have such deposits from the Government, yet activity in business and closeness in credits caused everybody present to agree that a deposit of an additional \$50,000,000 of Government funds would greatly facilitate business and relieve tension in the movement of the crops. The delegates told of conditions throughout the country, and some said afterward that they were agreeably surprised over the splendid showing made by the bank reserves, which were represented as being in very good shape. The consensus of opinion was that the \$50,000,000 distribution of deposits should be distributed in about sixty-five cities of the South and West if it were to be placed in the crop-growing regions, instead of with the central reserve cities of New York, Chicago, and St. Louis alone.

**BUILDING AND LOAN GROWTH.**—The assets of the Building and Loan Associations of the United States are growing at a rate exceeding \$100,000,000 a year, according to the report of the United States League of Local Building and Loan Associations, presented at the twenty-fifth annual convention last week. There are 6,279 associations, with a total membership of 2,518,442, and having assets amounting to \$1,136,949,465. The total resources increased \$106,262,434, or a little more than 10 per cent. for the year, and the membership increased 183,613, or a little less than 8 per cent. The receipts for the year 1912 amounted to \$779,479,200, an increase of \$71,254,068 over the previous year.

**EXPRESS RATES.**—The Interstate Commerce Commission has ordered the express companies to adopt a new block system of making express rates, and made a deep cut in all interstate express tariffs. The reductions average 15.39 per cent. for the five leading companies—the Adams, American, Southern, United States, and Wells Fargo. The average cut for the entire country is about 16 per cent, and this means that the cut in rates ordered will cost the companies fully \$26,000,000 a year. The total revenue of the nine leading companies which responded to the commission's order for the investigation of the express situation was \$151,706,389, and if their total revenue is reduced 16 per cent. in the coming year their loss by the reductions will approximate about \$24,273,021. The decision of the commission makes the following requirements of the express companies: First—The adoption and observance, for a period of two years from Oct. 15 next, of a schedule of rates on the block system applying to all points in the United States, this being the schedule which was submitted to the carriers by former Commissioner Franklin K. Lane, now Secretary of the Interior, on June 8, 1912. Second—The adoption of the new block system of stating rates invented by the Interstate Commerce Commission, generally similar to that of the parcel post. Third—The establishment of a uniform classification contained in the commission's order which requires that the first-class rate shall be on merchandise, and the second-class rate on articles of food and drink, except as noted in the classification, the second-class rate not to exceed 75 per cent. of the first-class rate. Fourth—The publication of a joint directory of express stations, fixing their location by a block number designated by the commission. Fifth—The publication jointly of the pick-up and delivery limits at each station. Sixth—The adoption of revised rules and regulations. Seventh—The adoption of a new form of express receipt, a copy of which constitutes part of the commission's order. Eighth—The requirement that a label shall be attached to each parcel, as ordered by the commission on June 8, 1912, is modified by to-day's decision to the extent that, in the case of perishable property, consisting of two or more packages, the label need be attached to only one package.

**INACCURATE RAILWAY SCALES.**—The Interstate Commerce Commission says that a majority of the railway track scales now in use in the United States should be rebuilt in order to obtain reasonably accurate results. The commission says that as a result of the investigation representatives of shippers have this matter under consideration with the railroads, and it is expected that satisfactory rules will be formulated. The commission's report goes on to say: "Three-fourths of all the track scales in use in the United States were of the defective design or improperly installed. Less than one-fourth were properly inspected. Not more than 10 per cent. were accurately tested, and a majority were not in any proper sense tested at all. The methods of weighing were heedless and unsatisfactory in many cases. The stenciled car weights upon 80 per cent. of all cars were erroneous. While check weighing at certain points where better facilities were available and superior operating conditions prevailed, tended to reveal many of the original erroneous weights these changes in the original weights were a source of constant irritation and inconvenience to shippers. The carriers insist that these errors were as often in favor of as against the shipper, and that on the whole they would offset one another. There is not and there can be no intelligent opinion upon this point, nor is this perhaps material. The freight rate is in most cases assessed by the hundred pounds. It amounts to the same thing whether the rate be high or the weight be excessive. Inaccuracies in weighing result in the imposition of unreasonable charges and in discriminations between shippers just as really as do differences in the freight rate itself. Nor does it meet the situation to say that the railroad has given to one shipper by assessing charges upon too low a

weight what it has taken from another by enforcing an excessive weight."

**ANTI-SPECULATION BILL.**—A bill to prohibit gambling transactions in stocks, bonds, grains, and other commodities when no actual delivery of the goods is made or contemplated and to eliminate bucketshops has been introduced in the House by Representative Hulings, a Pennsylvania Progressive. In a statement accompanying the bill Hulings declares "the energies and abilities wasted in gambling in the Stock Exchanges of this country and the enormous sums of money drained from the people to support the gamblers if employed in legitimate business would be a boon to the nation."

**TELEPHONE INQUIRY.**—The Interstate Commerce Commission issued a list of twenty-three questions to various telephone companies regarding the conduct of their business as of Dec. 31, 1912. Some of the questions are as follows: Whether the company holds a 25 per cent. interest in any other corporation; if so, how the stock is held, by proxy or otherwise; list of ten largest holders of stock or other voting securities. Other data called for are as to the amount of free or reduced toll service furnished, financial statements, pole and wire mileage, exchange rates with other companies, and a description of all telephone stations in use. Returns to the circular must be made by Oct. 1.

**RAILWAY MAIL PAY.**—Ralph Peters, Chairman of the Railway Mail Pay Committee, has made public a statement saying that the railways of the country, instead of being overpaid by \$9,000,000, as was claimed by former Postmaster General Hitchcock, are, in fact, underpaid by \$15,000,000. The Postmaster General in November, 1910, reporting on the exhaustive data furnished at that time by the railroads, said (House Document 105) that the committee of the department which had compiled the data "estimated that through a readjustment of railway mail pay on the basis of cost with 6 per cent. profit, a saving to the Government could be made of about \$9,000,000." But this estimate of the costs to the railways of carrying the mails has since been abandoned by the Post Office Department, primarily because the department did not in its first estimates make allowance for any return on that part of the railway plant used in the service. If to the Post Office Department's own figures there is added proper interest on the investment and due adjustment is made as to the percentage of the railway plant used in the Postal Service the following revised result is obtained as to the minimum cost: 1. Interest at 6 per cent. on 1.96 per cent. (the share of the railway plant used for Postal Service) of the net capital investment of all the railways in the United States is \$16,380,000. 2. The space actually used for mail and incidental thereto but eliminated from the department's calculations, \$9,000,000. 3. Difference between approved methods and the department's methods of separating freight and passenger expenses, \$5,000,000. Total, \$30,380,000. If this sum is added to the net amount estimated in Document 105 as the cost of carrying the mails, it will yield about \$15,000,000 more than the sum now paid for railway mail service. The railroads maintain therefore that the most exhaustive inquiry ever made of this subject shows that a fair payment for the actual cost of the service would result in the companies receiving at least \$15,000,000 more than they are now paid.

**ONE ROAD GIVES UP MAIL BUSINESS.**—The Toledo, St. Louis & Western has given the Postmaster General sixty days' notice that it will refuse to transport the mails after Oct. 1. In view of the prospective increase in the parcel post business, the restrictive regulations imposed by the Government and the inadequate pay, the road considers it to the best advantage to forego the postal business. It is said that this is the first time that a railroad has ever flatly refused to carry out a mail contract with the Government. The contract has two years to run, and the department will probably refuse to permit the road to cancel its contract. Whether it will continue to carry mail on its passenger trains between Toledo and St. Louis after Sept. 1 appears to hinge on the outcome of conferences to be held between officers of the company and the Postmaster General within the next ten days. The road receives \$62,000 a year for the mail service on its entire system. This has been the fixed remuneration for a number of years, and officers of the road declare that under new conditions it is required to do double its former service. All stations and Post Offices on the line can be reached by other steam and interurban roads. Recently the Post Office Department notified the road that it must place a man each on duty at Forest and Michigantown, two small stations, in order to take care of mail from the night trains, patrons of both Post Offices having complained of poor service.

**MONEY IN CIRCULATION.**—The volume and kinds of money in circulation on Aug. 1 last, compared with the corresponding date of 1912 and 1911, are as follows:

	1913.	1912.	1911.
Gold coin .....	\$906,915,613	\$908,746,370	\$590,230,820
Gold certificates .....	1,000,560,414	946,115,889	911,096,049
Standard silver dol .....	72,173,431	70,537,708	72,225,849
Silver certificates .....	470,578,117	472,747,327	469,709,654
Subsidiary silver .....	155,408,145	145,149,878	153,556,803
Treas. notes, 1890 .....	2,640,659	2,898,427	3,208,685
U. S. notes .....	338,623,763	338,183,239	341,648,290
Nat. bank notes .....	710,891,001	702,193,960	690,050,000
Total .....	3,553,891,123	3,286,572,798	3,207,717,130

The per capita circulation Aug. 1, 1913, was \$34.44.

**ASSAY OFFICE GOLD SALES.**

	1913.	1912.	1911.
January .....	\$2,888,562	\$2,220,505	\$2,250,964
February .....	2,591,241	2,335,569	2,085,715
March .....	2,828,363	2,200,272	2,471,441
April .....	2,087,301	2,406,879	2,085,458
May .....	2,873,334	2,382,798	2,530,508
June .....	2,815,847	2,354,219	2,432,808
July .....	2,183,140	2,039,839	1,862,116
August .....	2,740,570	2,505,007	2,979,335
September .....	2,971,692	2,979,335	3,038,572
October .....	2,948,697	2,530,813	2,513,670
November .....	2,513,670	1,991,548	10,178,788
December .....	10,178,788	31,037,051	28,773,405

## RAILROADS

**BALTIMORE & OHIO.**—One result of the recent inspection trip of President Willard and other officials over the lines of the company is the determination to build at once a short cut-off in West Virginia to facilitate traffic and shorten the time on the east and west haul of many products, mainly coal.

**BOSTON & MAINE.**—Annulment of contract between this company and the American Express Company on the ground that it is unjust and inequitable as to the railroad and fraudulent as to stockholders is sought in a bill in equity filed in Superior Court by Mrs. Clementine B. Wentworth of Concord, a stockholder of the road. The bill alleges that the contract has resulted in a loss of \$4,600,000 to the road and that so long as it remains in force the road will continue to lose \$700,000 annually. It is further stated that the contract was brought about through influence of three American Express Company Directors, Lewis Casa Ledyard and C. M. Pratt of New York, and Henry M. Whitney of Boston, who were elected to Boston & Maine directorate in 1907 when the express company held 24,659 shares of railroad stock. Under present contract the railroad grants American Express Company exclusive express transportation rights over Boston & Maine lines and receives 35 per cent. of gross receipts of the express business.

**CHICAGO & NORTHWESTERN.**—Kuhn, Loeb & Co. announce that the \$4,000,000 equipment trust 4½ per cent. certificates purchased by them have all been sold.

**CHICAGO & EASTERN ILLINOIS.**—Receivers are reported to have abandoned the Peoria extension, grading for twenty miles on which has been finished, but no rails laid.

**ERIE RAILROAD.**—The company has issued its preliminary income account covering all lines for the year ended June 30, 1913, which compares as follows:

	1913.	1912.
Total operating revenue .....	\$62,647,359	\$56,492,369
Operating expenses and taxes .....	46,146,760	42,508,253
Operating income .....	16,500,599	13,984,117
Other income .....	6,133,812	4,059,039
Total income .....	22,634,411	18,043,156
Interest, rent, &c. .....	14,528,736	14,016,340
Net corporation income .....	8,105,675	4,026,815
Approp. for additions and bet. .....	587,588	582,432
Sinking and reserve funds .....	765,519	649,612
Surplus .....	6,832,568	2,794,751

**LOUISVILLE & NASHVILLE.**—Resolution was introduced by Senator Lea of Tennessee calling upon the Interstate Commerce Commission for a report on the ownership of Nashville, Chattanooga & St. Louis by the company and alleged attempted monopoly of Louisville & Nashville in its territory.

**MISSOURI & NORTH ARKANSAS RAILROAD.**—The road has applied to the State Public Service Commission for authority to increase its rates on the ground that the two-cent passenger and maximum freight rates are confiscatory. If the petition is denied the company will appeal to the courts. If it wins its point similar petitions will be filed by the trunk lines operating in the State.

**NEW HAVEN.**—The New York Times Washington dispatch says that while the inquiry into the alleged monopolistic control of transportation will be continued by Attorneys Adkins and Gregory, there is no disposition on the part of the Government to enter on a relentless prosecution of the New Haven under the Sherman anti-trust law if the arrangements for a reorganization to be undertaken by Howard Elliott, the new President, are of a character to overcome the Government's objections to the Mellen methods. The Government appears to be willing to meet President Elliott half way in effecting certain reforms which the Interstate Commerce Commission and the Department of Justice regard as necessary. The main thing to be accomplished, it was said to-day, was the disappearance of monopolistic conditions, and if this could be brought about through the New Haven itself the Government would be glad to accept this as satisfactory. Although the stockholders' meeting for authorizing them will not be held until Aug. 22, the \$67,500,000 of New York, New Haven & Hartford 6 per cent. convertible debentures to be offered to the railroad shareholders at par have been twice oversubscribed by members of an underwriting syndicate formed by J. P. Morgan & Co.

**PENNSYLVANIA RAILROAD.**—The road has been ordered to pay \$4,900 to the United States as penalties for infractions of the hours of service act. There were 34 offenses charged, to 27 of which the company pleaded guilty. The act forbids an employee being worked more than 16 consecutive hours without a rest of 10 hours.

**ST. LOUIS & SAN FRANCISCO.**—Receivers have decided to recommend to Judge Sanborn that he instruct for default on New Orleans, Texas & Mexico division bond interest maturing Sept. 1, guaranteed by St. Louis and San Francisco. Interest approximates \$700,000. Judge Sanborn will render decision and notify receivers, and not till then will receivers be in a position to notify protective committee for New Orleans, Texas & Mexico.

**LEHIGH VALLEY.**—The annual report of the company shows:

	1913.	1912.	1911.
Gross operating revenue:			
Coal traffic .....	\$20,385,389	\$16,301,316	\$17,155,534
Merchandise traffic .....	16,339,748	14,591,240	14,087,291
Passenger .....	4,967,554	4,708,734	4,508,040



Express and mail.....	668,012	663,661	644,580
Miscellaneous .....	752,667	645,985	631,967
<b>Total .....</b>	<b>43,043,371</b>	<b>36,905,935</b>	<b>37,687,493</b>

Operating expenses:			
Maint. way and struct....	5,694,422	3,963,589	3,620,176
Maintenance equipment...	7,561,270	6,313,317	6,003,286
Traffic expenses .....	982,857	980,117	1,010,675
Transportation expenses...	13,993,617	12,606,922	11,979,278
General expenses .....	875,651	856,206	793,901
<b>Total .....</b>	<b>29,107,819</b>	<b>24,720,250</b>	<b>23,407,318</b>
Net operating revenue...	13,935,552	12,185,685	14,280,084
Outside operating deficit...	280,210	291,239	320,170
<b>Total net revenue.....</b>	<b>13,655,342</b>	<b>11,894,446</b>	<b>13,959,914</b>
Taxes .....	1,447,205	1,312,011	1,145,476
Operating income .....	12,208,136	10,582,434	12,814,437
Other income .....	2,303,754	2,116,461	1,675,738
<b>Total income .....</b>	<b>14,511,891</b>	<b>12,698,895</b>	<b>14,490,176</b>
Charges .....	5,750,063	5,885,875	5,900,169
<b>Balance .....</b>	<b>8,761,828</b>	<b>6,813,020</b>	<b>8,589,007</b>
Additions & betterments...		340,944	980,549
<b>Surplus .....</b>	<b>8,761,828</b>	<b>6,472,076</b>	<b>7,519,457</b>

Traffic statistics:			
Average miles.....	1,450	1,454	1,432
Revenue tr. miles.....	14,194,324	13,271,749	13,708,331
Passengers carried .....	5,518,524	5,349,846	5,359,754
Passengers carried 1 mile	*271,091	*264,996	*257,962
Rate per pass. per mile...	1.792c	1.775c	1.771c
Passengers tr. mile.....	4,491,013	4,523,420	4,448,049
Tons freight carried.....	32,307,796	28,013,300	28,512,312
Tons 1 mile .....	*5,812,385	*4,785,007	*4,884,206
Freight tr. mile.....	9,703,311	8,452,978	8,975,970
Rate per ton per mile...	0.623c	0.646c	0.652c
Average tr. load (tons)...	590.01	560.08	544.14

\*000 omitted.

A total of \$6,507,721.40 was spent on the Lehigh Valley during the year for additions and betterments. Sixty-seven new locomotives, 1,000 steel underframe refrigerator cars, and 3 steel library buffet cars were among the new equipment added. Fifty-eight more locomotives, 1,000 steel underframe box cars, and 1,000 steel coal cars have been ordered for delivery during the coming year. Considerable additions to the third and fourth track systems of the line were made during the year, while about twenty-five miles of new side tracks were laid. Sixteen steel bridges and nine concrete and steel bridges were substituted for wooden ones during the year, while seven more steel bridges and one concrete and steel bridge were installed in connection with additional track construction. Nineteen other wooden bridges were replaced with culverts and five small ones were abandoned and the openings filled. The year just closed saw the completion of a 450,000-bushel grain storehouse and elevator, constructed entirely of steel and concrete, at Jersey City, of a large coal unloading plant for the trans-shipment of coal from cars to vessels at Perth Amboy, and a new passenger station at Newark. A new passenger station and freight terminal is in process of construction at Buffalo, and a freight transfer station of steel and concrete is building at Manchester, N. Y. Fifty electric trucks to expedite the handling of freight from lake boats to cars were installed at Buffalo, and fifty-five gasoline motor cars were placed in service along the line for the use of section, bridge, signal, and telegraph gangs. This makes a total of eighty-one of these cars now in use. The entire main line of the Lehigh is now equipped with telephone train dispatching lines, the circuit between Buffalo and Manchester, the final link, having been completed during the last year. During the twelve months a total of seventy-three new industries was located along the lines of the Lehigh.

## INDUSTRIALS, MISCELLANEOUS

**ANGLO-AMERICAN OIL COMPANY, LTD.**—Stockholders of the company, having approved the increase in stock to £2,000,000, by authorization of 1,000,000 new shares of £1 each, a stock dividend will be declared by distribution of one new share for each share held.

**ART METAL COMPANY.**—The company has reduced the par value of its capital stock from \$100 to \$25 a share. The company has also increased its capital stock from \$2,068,400 to \$4,000,000 by an issue of 77,264 shares of additional capital stock at \$25 a share. Part of the new stock will be used to exchange for the capital stock of the United States Metal Products Company in the ratio of four shares of Art Metal Construction at a par value of \$25 for six shares of the United States Metal Products Company with a par value of \$100 a share. The balance of the stock will be offered to the stockholders at 125 per cent. of the par value.

**GOODYEAR TIRE AND RUBBER COMPANY.**—Within a year the company will have in operation in Rio de Janeiro, Brazil, the first big rubber factory to be established on the South American continent, according to J. C. MacFadyen, Vice President and General Manager of the Goodyear Tire and Rubber Company of South America, who sailed on the Imperator on his way to Brazil via Europe. The company is going after a market which takes some \$30,000,000 of tires and other rubber goods, and as it enjoys an exceptionally valuable concession from the Brazilian Government and the protection of a high tariff, it expects to do more than compete with European manufacturers of rubber goods, who have been having things pretty much their own way in the lower Latin American republics.

**IMPERIAL OIL COMPANY.**—Extensions now being made to the refining plant of the company at Sarnia, Canada, will result in the doubling of the capacity of the plant. This enlargement is being made preparatory to the completion of the pipe line from Ohio.

**LACKAWANNA IRON AND STEEL COMPANY.**—The company has closed the second of its twin Burd-Coleman furnaces. This makes the third stack blown out in two months, and leaves the company with only two out of its five furnaces operating. Lack of orders is assigned as the cause. The shutting down of two furnaces at Cornwall has nothing to do with the Lackawanna Steel Company's plant at Buffalo, which is operating in full, with a supply of orders for several months. The Lackawanna Steel Company owns all of the stock of the Lackawanna Iron and Steel, which operates five furnaces at Cornwall and sells pig iron in the open market.

**LOOSE-WILES BISCUIT COMPANY** report for six months ended June 30:

	1913.	1912.	Increase.
Net .....	\$359,471	\$230,387	\$129,084

Gross sales showed an increase of about 16 per cent.

**NILES-BEMENT-POND COMPANY.**—The company reports for the quarter ended June 30 net profits after all expenditures and repairs, \$304,686; preferred dividend, \$75,861; expenditures account of flood, \$82,357; balance, \$146,478.

**RUMELY COMPANY.**—J. M. Robinson, district sales

manager of the International Harvester Company, has been appointed sales manager of the company, effective Sept. 1.

**STANDARD STEEL COMPANY.**—In its recent \$1,000,000 purchase of 1,000 acres of self-fluxing red ore lands it is estimated that the company has acquired at least 200,000,000 tons of additional ore. The company plans extensions and betterments to its plants to cost about \$300,000.

**SEARS, ROEBUCK & CO.**—July sales were \$6,349,552, or a 9.71 per cent. increase. The seven months combined showed a total of \$51,259,082, or a gain of 12.64 per cent.

**TENNESSEE CONSTRUCTION COMPANY.**—In the matter of the bankruptcy proceedings against the company, Judge Mayer of the United States District Court has refused to confirm the report of Seaman Miller, Special Master appointed by the court. In an opinion delivered by Judge Mayer he says that the company has successfully maintained that its chief place of business is not in the Southern District of New York, as alleged by the creditors. The company is a Missouri corporation, organized for the purpose of constructing the Tennessee Central Railroad, but later went out of business. In his opinion Judge Mayer says: "The petitioning creditors are all residents of the State of Missouri, and, as near as I can discover, the principal business of the company during the past six months has been trying to work out a plan of reorganization, so that its assets may be made of value and its debts paid in full."

**VIRGINIA-CAROLINA CHEMICAL COMPANY.**—The company reports for the fiscal year ended May 31, 1913, with comparisons, as follows:

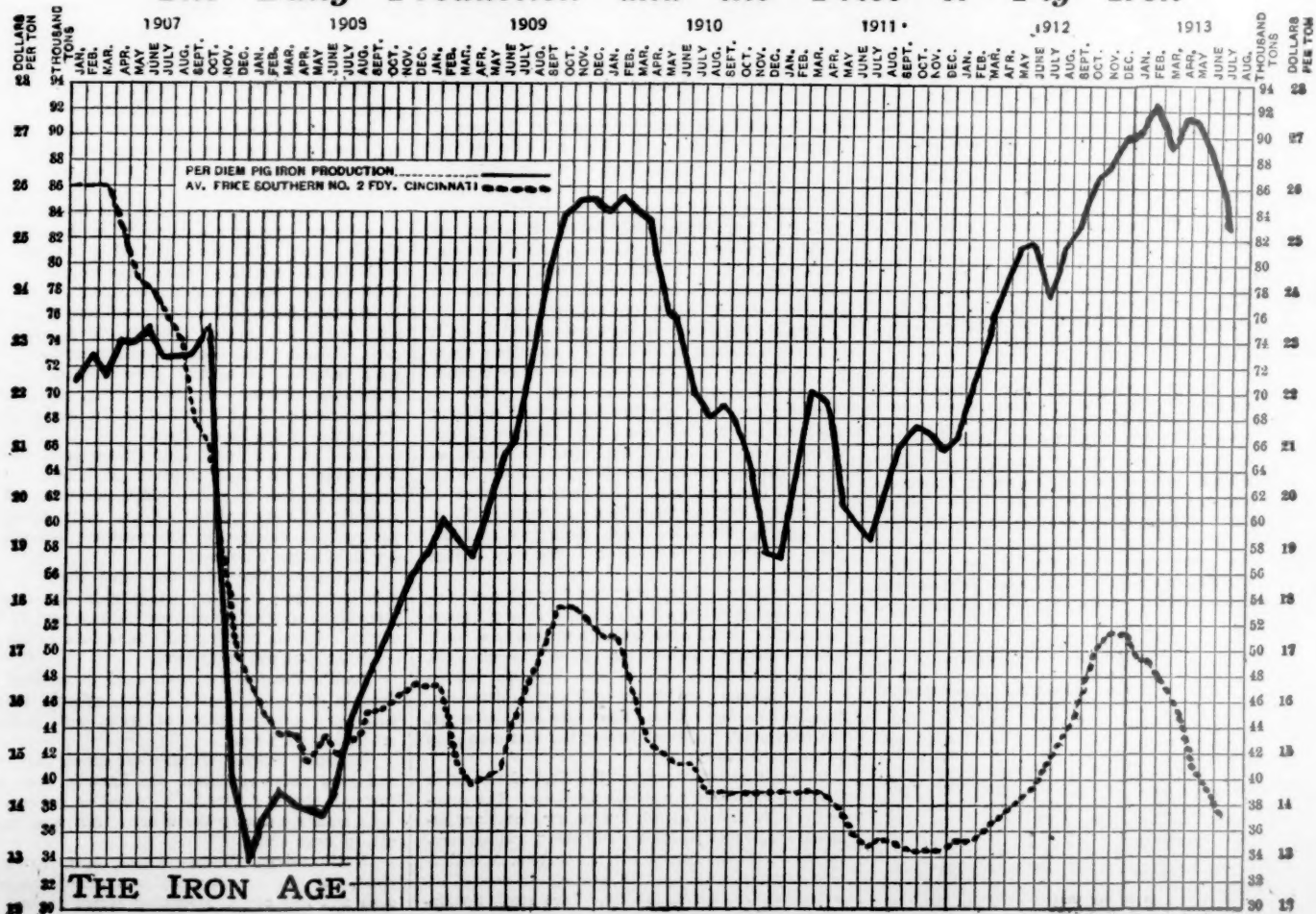
	1913.	Increase.
Net earnings .....	\$2,991,103	*\$586,349
Net profits .....	1,747,068	*729,456
Preferred dividend .....	1,000,000	40,000
Balance for common dividend....	147,068	*769,456
Common dividend .....	889,532	
Deficit .....	602,434	769,456
Previous surplus .....	9,451,915	101,513
Total surplus .....	8,759,481	*607,943
Total deductions .....	425,538	*508,721
Final surplus .....	8,333,943	*1,117,971

\*Decrease.

**WELLS FARGO & Co.**—Officials of the company, after digesting the State Railroad Commission's report, said that they would appeal to the State Supreme Court and then to the United States Supreme Court, and that if both these tribunals upheld the commission they were prepared to withdraw entirely from California.

**WELSBACH STREET LIGHTING COMPANY.**—The company has accepted from the City of Philadelphia payment of \$221,813 for gasoline street lighting furnished by the company for the six months ended June 30 last. Acceptance was strictly on account and without prejudice to the company's suit already instituted to test the legality of fines for alleged insufficient lighting, which aggregated \$53,152 for the six months, and were imposed by the Department of Public Works. This is the first money accepted by the company since the beginning of the year, when the contract for such lighting was awarded.

## The Daily Production and the Price of Pig Iron



# Crops

## August Indications of the Farm Yields

### There Will Be a Shortage in the Corn Crop, but Wheat Production Is Going to Over- top Last Year's

The Government Crop Report for August indicates a considerable drop in total production of the marketable cereals as compared with the great aggregate of last year. In a rough way, the important grains will aggregate an eighth below last year. There has been a large depletion of corn during July, bringing the indication of the harvest down to 2,672,000,000 bushels, 452,700,000 below last year's high-record production. On the other hand, the wheat has improved, so that there are 43,000,000 bushels more in sight than there were early in July. Oats show further deterioration, but the indication is only 3,000,000 less than it was in July. The crops in general, as they appear likely to result by the official methods of prediction, compare with the July estimates and the final estimate of 1912, thus:

	1913.		1912.
	Aug. 1	July 1	Final
Winter wheat (bu.)	511,000,000	485,000,000	400,000,000
Spring wheat (bu.)	233,000,000	218,000,000	330,000,000
All wheat (bu.)	744,000,000	703,000,000	730,000,000
Oats (bu.)	1,028,000,000	1,031,000,000	1,418,000,000
Corn (bu.)	2,672,000,000	2,671,000,000	3,124,746,000
Potatoes (bu.)	330,000,000	343,000,000	420,647,000
Tobacco (ba.)	806,000,000	926,000,000	962,855,000
Barley (bu.)	108,000,000	165,000,000	223,824,000
Rye (bu.)	35,000,000	.....	35,644,000
Hay (tons)	64,000,000	64,000,000	72,691,000
Cotton (bales)	*14,167,000	*14,371,000	14,313,015

\*Unofficial estimate made with Government averages.

The August estimate in the case of Winter wheat is the preliminary count of that crop at harvest. The greatest Winter wheat production the country ever had is counted for this year. Not only is the crop large, but it averages high in quality, being 3 1-3 per cent. better wheat over the country than last year. This feature is of particular interest in the case of wheat, which is a "cash" crop, because, being nearly all marketed, the quality counts directly in the grading upon which the actual money received for it depends. In bushels, at least two States will produce their greatest wheat crops, Nebraska and Washington. By States, the official harvest estimates of yield per acre, total production, and quality, with comparisons, are:

	1913, Preliminary.			1912.		
	Yield	Pro- duction	Qual- ity	Yield	Pro- duction	Qual- ity
	Acres	Bus.	P. C.	Acres	Bus.	P. C.
Kansas	13.0	86,515,000	92	15.5	91,450,000	93
Nebraska	18.6	58,106,000	93	18.0	50,850,000	97
Missouri	17.1	39,586,000	96	12.5	23,750,000	88
Illinois	18.7	41,963,000	96	8.3	9,180,000	79
Indiana	18.5	39,534,000	97	8.0	10,080,000	77
Ohio	18.0	34,326,000	95	8.0	9,700,000	82
Oklahoma	10.0	16,380,000	83	12.8	20,096,000	84
Pennsylvania	17.0	21,862,000	90	18.0	22,320,000	92
Washington	27.0	28,998,000	97	27.6	27,260,000	94
Michigan	15.3	12,714,000	94	10.0	7,000,000	78
Virginia	13.6	10,064,000	93	11.6	8,596,000	88
Kentucky	13.6	9,705,000	96	10.0	6,800,000	82
Tennessee	12.0	8,208,000	96	10.5	7,077,000	86
Texas	17.5	11,812,000	89	15.0	11,025,000	88
Maryland	13.3	8,073,000	87	15.0	8,985,000	88
N. Carolina	11.7	7,035,000	95	8.9	5,322,000	84
Oregon	21.4	11,509,000	97	26.8	16,884,000	87
Montana	25.6	13,261,000	95	24.5	11,658,000	93
New York	20.0	6,700,000	96	16.0	5,390,000	90
Iowa	23.4	7,816,000	96	21.0	6,900,000	96
Idaho	27.4	9,069,000	95	28.7	9,614,000	96
California	14.0	3,822,000	87	17.0	6,200,000	89

United States 16.5 510,519,000 93.7 15.1 399,919,000 90.7

The August conditions of corn, Spring wheat, and oats, with comparisons to show where deterioration and improvement have taken place, follow. The effect of drought and heat in Kansas and Oklahoma on corn is equivalent to crop failure. On the other hand the improvement in Spring wheat shown in Minnesota and South Dakota bore out the cheerful unofficial statement made during the month:

	CORN.			
	P. C. of	Condition—		
	Aug. 1	Aug. 1	Aug. 1	Aug. 1
States.	1913.	1913.	1912.	1912.
Illinois	9.9%	72	83	79
Iowa	9.3	85	89	80
Nebraska	7.1	67	91	79
Kansas	6.9	30	81	73
Missouri	6.9	70	85	81
Texas	6.6	79	83	75
Oklahoma	4.8	44	87	65
Indiana	4.6	84	88	80
Georgia	3.8	87	91	75
Ohio	3.7	90	89	81
Kentucky	3.4	72	90	83
Tennessee	3.1	77	88	81

Alabama	3.0	80	87	81	88
Mississippi	3.0	85	85	79	84
North Carolina	2.6	87	89	86	86
South Dakota	2.5	92	93	83	85
Arkansas	2.3	80	81	80	82
Minnesota	2.2	95	91	83	82
South Carolina	1.9	86	86	79	84
Virginia	1.9	88	91	85	86
Louisiana	1.8	88	87	81	84
Michigan	1.5	86	85	73	80
Wisconsin	1.5	90	89	81	81
Pennsylvania	1.4	87	87	80	86

United States	100%	75.8	86.9	80	82.2
SPRING WHEAT.					
North Dakota	100%	68	70	94	77
Minnesota	100%	85	81	89	82
South Dakota	100%	65	60	85	80
Washington	100%	65	87	93	81

United States	100%	74.1	73.8	90.4	80.4
OATS.					
Iowa	100%	80	84	96	84
Illinois	100%	54	62	94	79
Minnesota	100%	78	83	80	83
Wisconsin	100%	60	90	91	85
Nebraska	100%	59	72	81	77
North Dakota	100%	59	71	71	76
Kansas	100%	49	56	58	67
Ohio	100%	48	71	72	85
Indiana	100%	46	54	54	81
South Dakota	100%	42	68	76	83
Michigan	100%	40	76	77	84
New York	100%	34	86	89	77
Missouri	100%	32	69	57	75
Pennsylvania	100%	30	84	83	89

In considering the production of wealth from the crops this year, the greater demand from Europe for our wheat must be counted on. The Balkan war has greatly reduced wheat production in Europe, and it comes at a time of bumper crop here. It will mean millions in our trade balance. But the shortage of corn and hay and the feeding crops upon which our production of live stock depends, must not be forgotten. Shortage of the forage crops, if Fall rains do not bring salvage, means higher costs of meat and restriction in the breeding of animals for next year. What the farmer may get in high prices for corn this Fall he may lose in connection with his stock-raising and dairying operations this Winter and next Spring.

### THE FLURRY IN CORN

#### It Went Up to 70 Cents, and Carried the Market for Other Grains Along with It

Special Correspondence of The Annalist

CHICAGO, Aug. 9.—The grain markets greeted the Government crop report showing corn damage by sending that grain up in price above 70 cents on Friday. The price then reacted, alarming reports in the early week having more than discounted the actual facts. The immediate future of the market is problematical.

The rain relief of August does not extend over 25 per cent. of the real corn belt, but the forecast is remarkably decisive, calling for showers and cooler weather mostly everywhere early next week. December and May corn are regarded as on a firm 65-cent basis, though fluctuation is expected at these record levels. The big bull corn market of 1901 hit its August high point on Aug. 12. The main part of the corn belt has had no rains of consequence in twenty-five days. Corn may hold its 75 condition this month if saved by rains, but a damaged corn crop never improves much in August. A complete break in the heat over the corn belt is promised, but if it is not realized corn will make new high points.

Speculatively corn is elephantine, and when it gets into noticeable motion there is no telling where it will stop or how far it will pull other cereals. The week's flurry has shown how true this is. Day after day went by without more than scattered showers and few of them, the Chicago district weather map bulletined early on the Board of Trade every morning showing frequently not a trace of moisture, and prices holding higher at the Missouri River than here—as high as 75 to 80 cents in Nebraska, which State predicted imports of corn for feed as after the crop failure of 1894.

Nevertheless, the market was feverish and badly strained at its top. A real rain in any important section would have caused a stampede of bulls because many important sections of the corn belt, including Northern Illinois and Southern Iowa—the two banner corn States—suffered no deterioration, while a few sections elsewhere are above par, the Northwestern States having the best corn crop ever raised there.

Also, it became apparent the first of this week that the corn crop scare was overdone. The country sent in fewer speculative orders, local professionals took profits, some going short, and conservative commission houses advised caution. A twelve-cent advance since July 14 had overdiscounted all actual and probable damage. Live stock liquida-

tion had been less than anticipated, and included comparatively few pigs, which heretofore were sold freely when a scarcity of feed was impending. Big pit operators held some of their corn option lines on the chance of another scare in case no general rain should come soon.

### GRAIN AND COTTON MARKETS

#### Cotton Declines on Favorable Crop News— Gains Advance on Corn Damage

There has not been any great activity of the cotton market during the week. Prices tended to sag, because news from Texas and other points of the cotton belt has been favorable. Corn rose to 70 cents at Chicago as a result of confirmed reports of the crop damage, and wheat, although the crop will exceed last year's, advanced also in sympathy.

#### CHICAGO

##### WHEAT.

	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
Aug. 4	89 1/2	87 1/2	92 1/2	91	98 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Aug. 5	87 1/2	86	91 1/2	89 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Aug. 6	86 1/2	85 1/2	90 1/2	89 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Aug. 7	86 1/2	85 1/2	90 1/2	89 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Aug. 8	86 1/2	85 1/2	90 1/2	89 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Aug. 9	86 1/2	85 1/2	90 1/2	89 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Week's range	85 1/2	84 1/2	90 1/2	89 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2

##### CORN.

	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
Aug. 4	71 1/2	69 1/2	68 1/2	68 1/2	70	68 1/2	70	68 1/2	68 1/2
Aug. 5	70 1/2	68 1/2	67 1/2	65 1/2	69	67 1/2	69	67 1/2	67 1/2
Aug. 6	70 1/2	68 1/2	67 1/2	65 1/2	69	67 1/2	69	67 1/2	67 1/2
Aug. 7	70 1/2	68 1/2	67 1/2	65 1/2	69	67 1/2	69	67 1/2	67 1/2
Aug. 8	72 1/2	70 1/2	67 1/2	65 1/2	69	67 1/2	69	67 1/2	67 1/2
Aug. 9	73	71 1/2	68	66 1/2	69 1/2	68 1/2	69 1/2	68 1/2	68 1/2
Week's range	73	68 1/2	68 1/2	65 1/2	70	67 1/2	70	67 1/2	67 1/2

##### OATS.

	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
Aug. 4	43 1/2	41 1/2	46	44 1/2	49	47 1/2	49	47 1/2	47 1/2
Aug. 5	42 1/2	41	44 1/2	43 1/2	47 1/2	46 1/2	47 1/2	46 1/2	46 1/2
Aug. 6	42 1/2	41 1/2	44 1/2	43 1/2	47 1/2	46 1/2	47 1/2	46 1/2	46 1/2
Aug. 7	42 1/2	41 1/2	44 1/2	43 1/2	47 1/2	46 1/2	47 1/2	46 1/2	46 1/2
Aug. 8	42 1/2	41 1/2	44 1/2	43 1/2	47 1/2	46 1/2	47 1/2	46 1/2	46 1/2
Aug. 9	42 1/2	41 1/2	44 1/2	43 1/2	47 1/2	46 1/2	47 1/2	46 1/2	46 1/2
Week's range	43 1/2	41	46	43 1/2	49	46 1/2	49	46 1/2	46 1/2

##### COTTON.

	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
Aug. 4	11.66	11.49	11.14	11.04	11.09	11.00	11.10	11.10	11.00
Aug. 5	11.60	11.53	11.11	10.99	11.05	10.94	11.05	10.95	10.95
Aug. 6	11.65	11.57	11.15	11.00	11.00	10.96	11.09	10.97	10.97
Aug. 7	11.77	11.66	11.20	11.05	11.16	11.01	11.15	11.02	11.02
Aug. 8	11.85	11.65	11.20	11.07	11.17	11.03	11.15	11.04	11.04
Aug. 9	11.75	11.57	11.30	10.96	11.07	10.92	11.05	10.92	10.92
Wk's range	11.85	11.49	11.20	10.96	11.17	10.92	11.15	10.92	10.92

### Where Crops Are Good

The Continental and Commercial National Bank in its annual statement of crop and business conditions, boiled down from reports from about 5,000 correspondents, thus epitomizes the situation of the crops by sections:

**Eastern States**—Good average yields of all grains; no damage to any particular product.

**Central West**—Average returns only on oats and corn promise average; wheat exceptionally large; hay fair. Fruits short on account of dry area in the Ohio valley.

**North Central States**—Excellent in all crops, save lighter Spring wheat yields on the western border. Corn the most flattering prospect in years; oats promising more than normal yield. Potatoes and other vegetables excellent.

**Western States**—Drought conditions impaired oats yield and causing considerable damage to corn. Wheat yield above usual, exceptional results, save in the western third of Kansas and Nebraska. Potato crop badly hurt, and much under average yield indicated in the big productive region of the Kaw valley.

**South Atlantic and Gulf States** east of the Mississippi—Excellent crops of all kinds; cotton promise the best in years. Corn somewhat below record yields on account of the early planting having been damaged by dry weather; late planting in splendid condition.

**Southwest**—Very dry for some time; wheat only large crop thus far; oats good in Texas, poor elsewhere; corn suffering over the best part of the region. Cotton needing rain to maintain present condition, but not badly hurt.

**Pacific Coast**—Poor southward on account of drought and crops largely failure; splendid northward, and average yields of grain, with promise of good fruit yield.

**Mountain States**—Wheat chief commercial crop and good yields reported. On Eastern slope dry farming not as successful as usual on account of light moisture during the winter. Irrigated lands giving large crops.

**Northwestern States**—Wheat hurt by poor start, but damage checked; oats same; excellent corn and hay crops, promising record yields.